The Mining Journal
AND COMMERCIAL GAZETTE.

No. 165.—Vol. VII.] LONDON: SATURDAY, OCTOBER 20, 1838. [Price 6d.

SHARES IN VALUABLE BRITISH MINES,
Paying Dividends, or coming into profit.

MR. C. WARTON'S NEXT PERIODICAL SALE of the above description of property, will take place at the Auction Mart (opposite the Bank of England), on Thursday next, the 25th of October, at Twelve o'clock, and will include—one half share in the Levant Mine, producing £21 10s. every two months; two 116th shares in the Providence Mines (near St. Ive's) an extensive and highly valuable sett, now returning profits, and likely to be of the first consequence; one share in Carzise Consols; two shares in Wheal Seton (both mines greatly improved); also shares in Trevaskus, Danescomb, Wheal Osborne, Trevegus, East Wheal Budnick, Polgine, West Cornwall, Wheal Liverpool, and Silexglaze Mines, deserving the attention of Capitalists and Adventurers.

Particulars may be had at the Mart; at the Golden Lion Hotel, Liverpool; and of Mr. C. Warton, Auctioneer and Estate Agent, 38, Threadneedle-street.

CROYDON TRUNK RAILWAY.—Parties having business in this important railway, commanding the trade of the whole country south and south-east of London, now on the eve of completion, may obtain facilities in its transaction by application to THOMAS ALLSOP, Share Broker, 34, Cornhill who will afford every information as to its progress and prospects. Business in all the railways, most of which being now in progress, furnish data which, by judicious comparison, may serve as a guide to the purchase, sale, or exchange, thus avoiding the loss and ruin attendant upon premature investment, or the not less sacrifice attendant upon premature sale, under the influence of temporary depression.—34, Cornhill.

TO LEAD SMELTERS AND OTHERS.—About THIRTY TONS of SILVER LEAD ORE will be SAMPLED at "Ivy Bridge Consols Mine," on Wednesday, the 17th instant. Persons desirous of purchasing may obtain information on application to the Purser (if by letter, post paid).

Ivy Bridge Consols Mining Office, P. COLLOM, Purser.
Union Baths, Plymouth, October 15th, 1838.

MOST VALUABLE ESTATES AND MINERALS,
Situate at Over Newbold, near Chesterfield, in the county of Derby.

TO BE SOLD, BY AUCTION, by MR. NICHOLSON, at the house of Mr. Stavenson, Commercial Inn, Chesterfield, on Saturday, the 27th day of October inst., at Three o'clock in the afternoon, and subject to such conditions as will be then produced, and consisting of a Farm-house and the following closes of land:—

	A.	R.	P.
A FARM-HOUSE, with requisite Outbuildings and Fold Yard, situate at Over Newbold aforesaid, in the occupation of Mr. James Ward	1	1	8
The Barn Yard or Field	5	1	0
The Corn Field or Croft	3	1	16
The Bennett Field	5	0	37
The Three-Nooked Field	5	3	26
The Wells	4	1	26
The Rough Field	3	0	8
The Great and Little Sterth (now in one)	6	3	19
The Mean Lees	2	0	14
	35	1	34

The minerals consist of ironstone and valuable beds of coal.

To the northward of the estate is a seam of coal, six feet thick, called the "Pot-House" bed, to which several shafts have been sunk, and an engine erected, which will dry about fifteen acres; and to the deep of the engine there are about six acres, to which two pits have partly been sunk.

There is also a bed of coal, two feet thick, under about fifteen acres, which is dry; and eight yards below this two feet seam there is a valuable bed of ironstone, well known by the name of the "Dog Tooth Vein," and the greatest part is dry, and might be easily got by a level from the present engine pit. The deepest pit would not exceed twenty-five yards. The engine which pumps the water and draws the coal is in working condition, and may be taken by the purchaser at a fair valuation.

The estate is about 1¼ mile from Chesterfield, and the Chesterfield Canal runs within two miles of this coal and ironstone field; and the coal and ironstone might be shipped at a moderate expense.

Mr. James Ward, the owner and occupier, will show the estate; and for further particulars, apply to Mr. T. D. Jeffcock, Brush House, near Sheffield; or on a Tuesday, at the Commercial Inn, Sheffield; or to Mr. Copeland, solicitor, Sheffield.

Sheffield, Oct. 8.

ANTHRACITE COAL AND IRON STONE.
GLAMORGANSHIRE.

TO BE LET, ON LEASE, and entered upon immediately, ALL the VEINS of ANTHRACITE COAL, STONE COAL, and CULM, under those Farms, called "Ynysygeinon," "Ynysyci," "Penygraig," and "Penrhiw," situate in the parish of Kilybebill, containing upwards of

SEVEN HUNDRED ACRES.

Two veins have been opened, and worked by level. There is scarcely any Coal Pit Timber required, the roofs being excellent. There is a Railroad belonging to the property, communicating with the Swansea Canal, which is distant about four hundred yards from the Colliery, and from thence to the seaport of Swansea is ten miles.

The CELEBRATED COVIN VEIN of ANTHRACITE COAL lies under this estate, and there is an engine erected over it, and a Pit sunk 35 yards, being more than half of the calculated distance from the vein, by the late proprietor, in consequence of whose death the further prosecution of the works were suspended.

This Coal lies contiguous to, and is undoubtedly the same, as that which Mr. Crane has been using in making the CELEBRATED PATENT ANTHRACITE IRON, the quality of which is considered superior to any now made.

There are extensive Iron Works now erecting in the immediate vicinity of this Colliery, where the Coal from the same veins, under an adjoining estate, are to be applied for the making of Iron. There are also under this estate several

VEINS OF IRON ORE,

of a superior quality, which will be let with the Coal.

There is no situation in the Anthracite Coal district that offers a more eligible situation for the erection of Furnaces than this property. Any quantity of land may be had for that or any other purpose, the same being situated between the River Tawe and the Swansea Canal, the water from which river may be applied to machinery for carrying on the works.

For terms and further particulars apply to Mr. Thos. Thomas, solicitor, Swansea.

NORTH BRITISH INSURANCE COMPANY,
for Assurance on Lives and Survivorships, and likewise for the Purchase of Reversions and Annuities. Established in 1809. Incorporated by Royal Charter.
No. 4, New Bank-buildings, Lothbury, London; and 1, Hanover-street, Edinburgh.
Capital, ONE MILLION.

PRESIDENT—His Grace the Duke of Sutherland.

LONDON BOARD.

PRESIDENT—The Earl of Camperdown.
VICE-PRESIDENT—Lord Viscount Strathallan.

HONORARY MANAGERS.

J. Evan Baillie, Esq., M.P.	Hon. Archibald Macdonald.
Lieut.-General Robert Bell.	The Rt. Hon. J. A. Stewart Mackenzie.
Vice-Admiral Sir J. P. Beresford, Bart.	James Mackillop, Esq.
The Right Hon. Henry Ellis.	W. A. Mackinnon, Esq., M.P.
George Trail, Esq.	

MANAGERS.

Sir Peter Laurie, Ald., Chairman.	Charles Hertslet, Esq.
Francis Warden, Esq., Dep.-Chairman.	John Pirie, Esq., Alderman
Robert Cockburn, Esq.	Isaac Sewell, Esq.
Archibald Cockburn, Esq.	Walter A. Urquhart, Esq.
John Connell, Esq.	George Webster, Esq.
W. Petrie Cranfurd, Esq.	Benjamin Boyd, Esq. } Residents
John Irvine Glennie, Esq.	Mark Boyd, Esq. }

PHYSICIAN—John Webster, M.D., 56, Grosvenor-street.

SOLICITORS—Messrs. Parken and Webster, New Boswell-court, Lincoln's-inn.

The advantages offered to the public by this corporation are—

1. Ample security from their large capital.
2. Rates of premium nearly 5 per cent. lower than most other offices acting on the system of participation of profits.
3. Premiums may be made payable either in a single payment, or by annual, half-yearly, or quarterly payments.
4. The assured may either participate in the profits secured against all responsibility by the capital of the corporation, or may pay a less premium for securing a specific sum without periodical additions.
5. When policies effected by parties on their own lives are assigned to others for onerous causes, the holders are assured against the risk of the original assured dying by suicide or duelling.
6. Every facility given on moderate terms to persons going beyond the prescribed limits of the policy.
7. Advances made on security of policies of more than three years' standing, to the extent of their value.
8. A liberal price given for policies to parties wishing to surrender them.
9. Persons resident in the country can effect insurances by corresponding with the resident members of the board, Messrs. B. and M. Boyd.

Attendance daily at the office, 4, New Bank-Buildings, Lothbury, London, from Ten o'clock in the morning till Four in the afternoon, where tables of rates and forms of proposal may be obtained.

PREMIUMS

For the Assurance of £100 on a Single Life, either by Annual, Quarterly, or Half-yearly payments.

Age.	For One Year.	For Seven Years, at an Annual Premium of	For the whole Life, without Profits. Yearly.	Half-yearly.	Quarterly.	For the whole Life, with Profits. Yearly.	Half-yearly.	Quarterly
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20	1 2 3	1 4 8	1 17 0	0 19 4	0 9 10	2 1 0	1 1 1	0 10 9
30	1 7 3	1 9 6	2 6 6	1 4 0	0 12 2	2 10 6	1 6 1	0 13 3
40	1 14 0	1 17 11	3 0 9	1 11 0	0 16 0	3 4 11	1 13 8	0 17 2
50	2 6 10	2 13 0	4 3 8	2 3 8	1 2 2	4 7 11	2 5 10	1 2 5
60	3 7 9	3 17 6	6 0 9	3 3 6	1 12 7	6 7 2	3 6 10	1 14 4

STANDARD of ENGLAND LIFE ASSURANCE COMPANY.
9, King William-street, City, and Regent-street, London.
CAPITAL—ONE MILLION.

DIRECTORS.

The Right Hon. The EARL OF CAVAN.

W. Cory, Esq.	Major-General Christopher Hodgson, E.I.C.	
William Davis, Esq.	J. Cuthbert Joyner, Esq.	W. J. Richardson, Esq.
Lawrence Dorgan, Esq.	Henry Lawson, Esq.	Frederick T. West, Esq.
William Gunston, Esq.	J. Barrett Lennard, Esq.	George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Age.	Annual Premium for £, payable during First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15	0 19 4	1 3 5	1 7 11	1 13 1	1 18 10
25	1 3 6	1 8 7	1 14 5	2 1 4	2 9 7
35	1 10 4	1 17 2	2 5 6	2 15 8	3 8 4
45	2 4 6	2 14 8	3 7 4	4 3 6	5 4 3

By order of the Board of Directors,
W. WRIGHT, Secretary.

BRITANNIA LIFE ASSURANCE COMPANY,
1, PRINCES-STREET, BANK, LONDON.
CAPITAL—ONE MILLION.

DIRECTORS.

William Bardgett, Esq.	Robert Eglinton, Esq.
Samuel Bevington, Esq.	Erasmus Robert Foster, Esq.
William Fechney Black, Esq.	Alex. Robert Irvine, Esq.
John Brightman, Esq.	Peter Morrison, Esq.
George Cohen, Esq.	William Shand, jun., Esq.
Millis Coventry, Esq.	Henry Lewis Smale, Esq.
John Drewett, Esq.	Thomas Teed, Esq.

MEDICAL OFFICERS—William Stroud, M.D., and Ebenezer Smith, Esq., Surgeon.
SOLICITOR—William Bevan, Esq., Old Jewry.

ADVANTAGES OF THIS INSTITUTION:

A most economical set of tables—computed expressly for the use of this Institution, from authentic and complete data, and presenting the lowest rates of assurance that can be offered without compromising the safety of the Institution.

Increasing rates of premium on a new and remarkable plan, for securing loans or debts; a less immediate payment being required on a policy for the whole term of life than in any other office.

A Board of Directors in attendance daily at Two o'clock.
Age of the assured in every case admitted in the policy.
All claims payable within one month after proof of death.
A liberal commission allowed to solicitors and agents.
Medical attendants remunerated in all cases for their reports.

Age.	Premium per cent. per annum payable during First Five years.	Second Five years.	Third Five years.	Fourth Five years.	Remainder of Life.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20	1 1 4	1 5 10	1 10 11	1 16 9	2 3 8
30	1 6 4	1 12 2	1 19 1	2 7 4	2 17 6
40	1 16 1	2 4 4	2 14 6	3 7 3	4 3 4
50	2 16 7	3 9 4	4 5 5	5 6 3	6 13 7

Officers in the army and navy engaged in active service, or residing abroad, and persons afflicted with chronic disorders not attended with immediate danger, assured at the least possible addition to the ordinary rates, regulated in each case by the increased nature of the risk. Prospectuses, and every requisite information as to the mode of effecting assurances, may be obtained, either by letter or personal application, at the office of the company.

PETER MORRISON, Resident Director.

BIRMINGHAM AND GLOUCESTER RAILWAY.
FITTING AND LAYING PERMANENT WAY.

The Directors of the Birmingham and Gloucester Railway Company are ready to receive TENDERS for FITTING and LAYING the TIMBER and IRON WORK of the Permanent Way between Cheltenham and Tewkesbury. The work may now be seen in progress near Tewkesbury, on application to Mr. F. Talfourd, the Sub-Engineer, resident in that town.

Drawings and specifications for the work, with printed form of tender and conditions, will be ready for inspection on Thursday, the 25th of October, at the Office of the Resident Engineer, at Worcester, where any further information will be given. Tenders must be addressed to the Directors, at the Office, Gloucester, on or before Wednesday, the 7th of November, and no tender will be received unless in the printed form above referred to.

By order,
(Signed) WILLIAM BURGESS,
Gloucester, Oct. 11. Superintendent and Secretary.

EDINBURGH AND GLASGOW RAILWAY.
TO RAILWAY CONTRACTORS.

The directors of this railway will meet in their office here, on the 26th day of November next, at Twelve o'clock noon, to receive TENDERS for executing the following Contracts on the line:—

CONTRACT, No. 2.—Being that part of the line extending from near North Queen-street, Glasgow, to near Cowlairs, and in length 2200 yards, or thereby. This contract will include a considerable extent of cutting, and three short Tunnels, besides the ordinary road, bridges, ferries, laying the rails, and otherwise completing the lot.

CONTRACT, No. 3.—Being that part of the line from near Cowlairs to near Bishop Brigs, and in length 3560 yards, or thereby. On this portion there is a very considerable extent of freestone cutting.

CONTRACT, No. 4.—Being that part of the line adjoining to Tamfadhill, in the parish of Falkirk, and in length 2590 yards, or thereby. On this portion, besides a considerable quantity of cutting, there is a viaduct 103 yards long across the Union Canal.

CONTRACT, No. 5.—Being that part of the line from near the crossing of the Union Canal to near Redding, and in length 5000 yards or thereby. On this portion there is a Tunnel through the Callander ridge 830 yards long.

The plans, sections, and specifications, with drafts of the contracts, will be seen here, or at the Railway Office, 4, Castle-street, Edinburgh, on and after the 29th current, and the Assistant Engineer will be at the office here on the 5th and 6th of November, at Ten o'clock forenoon, to point out Contracts Nos. 2 and 3 to intending contractors, and at the Union Hotel, Lock 16, near Falkirk, at the same hour of the 7th and 8th November, to point out Contracts Nos. 4 and 5.

Security will be required for the proper execution of the contracts, and the directors reserve power to accept of any offer which they may think fit, whether it be the lowest or not.

By order of the directors,
Railway Office, 3, South Frederick-street, JAMES WATSON, Sec.
Glasgow, October 10.

MANCHESTER AND LEEDS RAILWAY.—CONTRACTS FOR WORKS.—The Directors of the Manchester and Leeds Railway Company will MEET at their offices, 9, Brown-street, in Manchester, on Monday the 26th day of November next, at one o'clock, P.M., to RECEIVE TENDERS for the undermentioned contracts:—

CHARLESTOWN CONTRACT.—To make and maintain the railway, with all the excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting the permanent way and sidings, and furnishing the necessary blocks (but exclusive of wooden sleepers, rails, chairs, and fastenings); commencing at the termination of the Mill Wood contract, about five chains to the east of the road to Castle Clough, and terminating at a point about one and a half chain east of the crossing of the Rochdale Canal, near Hebden Bridge, being a distance of about two miles and twenty-nine chains.

MYTHOLMROYD CONTRACT.—To make and maintain the railway, with all its works in like manner, from the termination of the Charlestown contract to a point about two chains to the west of the road to Wheatley Royd, being a distance of three miles and eighteen chains.

LUDDENDEN CONTRACT.—To make and maintain the railway, with all its works in like manner, from the termination of the Mytholmroyd contract to the junction with the Sowerby contract, being a distance of about one mile and sixty-three chains.

RAISTRICK CONTRACT.—(Time extended).—To make and maintain the railway, with all its works, in manner similar to the foregoing, from the termination of the Elland contract, in Strangstrey Wood, to the junction with the Cooper Bridge contract, at Bradley Wood, being a distance of about two miles and seven chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection at the Engineer's Office, Palatine Buildings, Hunt's Bank, Manchester, on and after the 5th day of November next.—Printed forms of tender may be had after the above date, at the office, in Manchester, and no others will be attended to.—The tenders must be delivered at the Railway Office, 9, Brown-street, in Manchester, at or before ten o'clock in the forenoon, on Monday the 26th of November, under a sealed cover, addressed to the chairman, and endorsed "Tender for Works;" and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

The parties whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of the contracts, in a penalty of not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The directors will not bind themselves to accept the lowest tender.

JAMES WOOD, Chairman.
Manchester and Leeds Railway Office, 9, Brown-street,
Manchester, September 14th, 1838.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.—CONTRACT FOR WORKS.

Notice is hereby given, that the directors will meet at their office, in Cirencester, on Thursday, the 1st day of November next, at Twelve o'clock, to receive Tenders for the following Works:—

CONTRACT, No. 3, CIRENCESTER DIVISION.—The excavation and formation of all the earthwork, and construction of all bridges, culverts, and other masonry, and the entire completion (except the laying of the permanent rails) of that portion of the railway exteuding from the termination of Contract No. 2, in a field No. 33, parish of Minety, to the road No. 79, parish of Purton, being a distance of about five miles and fifty-seven chains.

CONTRACT, No. 4.—The excavation and formation of all the earthwork, and the construction of all bridges, culverts, and other brickwork and masonry, and the entire completion (except the laying of the permanent rails) of that portion of the railway extending from the termination of Contract No. 3, to a point in the parish of Swindon, near the junction with the Great Western Railway, being a distance of nearly three miles.

Plans and specifications of the above works may be seen, and printed forms of tender obtained, at the Railway Office, Cirencester, on and after the 8th of October next. No tender will be considered that is not sent in according to the printed forms in all respects. The directors do not consider themselves bound to accept the lowest tender, and they expect the parties to attend at the Office at One o'clock on Thursday, the 1st of November.

Cirencester, Sept. 27. A. MERRICK, Secretary.

LIGHTMOOR IRON WORKS, SALOP.—TO BE LET, for a term of years, VALUABLE MINES of COAL and IRONSTONE, together with the IRON WORKS as now established, at Lightmoor, in the parish of Little Dawley, in the county of Salop. The Iron Works consist of Three Smelting Furnaces, now in Blast, with suitable Casting Houses, Moulding Shops, Store Rooms, Workmen's Houses, Counting Houses, &c., &c. The Iron produced from these Mines is well known in the Market, as suitable for making Castings, and also for Malleable Iron.

For further particulars apply to Joseph Yate, Esq., Madely, near Shiffnall, Shropshire, who will shew the premises; or to Messrs. Twigg and Woodhouse, engineers, at their offices, Quorndon, near Derby, and Ashby-de-la-Zouch, Leicestershire.

WESTERN MINING ASSOCIATION.
For the investment of capital in the purchase of shares in approved Cornish Mines. (Proposed to be incorporated by Her Majesty's Letters Patent.)

Capital £100,000, in 20,000 shares of £5 each. Deposit £1.

Subsequent calls not to exceed £1 per share in any one year.

This association was established about two years since, by a few individuals, for the purpose of investing capital in the purchase of shares in well-selected Mines in the county of Cornwall, in order to secure average profits with little fluctuation.

Confidential information respecting the property now held by the association, also of the purchases in contemplation, the present profits, and expected dividends, may be had by applicants for shares, at the office of the secretary, Frederick Bankart, 34, Clement's-lane, Lombard-street, to whom applications for shares (postage paid) are to be addressed.

AGRICULTURAL & COMMERCIAL BANK of IRELAND.—The stated Half-Yearly Meeting of proprietors of this company was held pursuant to public notice, at the company's house, 63, Fleet-street, Dublin.

On the motion of A. L. Saunders, Esq.,

PHILIP JONES, Esq. (member of the Board of Directors), was moved to the chair.

The Chairman having read from the London Gazette the advertisement convening the meeting, called on J. Chambers, Esq., to read the report from the board of management, which was well received by the meeting; and, after some discussion, the following resolutions were unanimously adopted:—

Proposed by G. Saunders, Esq., seconded by A Masen, Esq.;

Resolved, That the report of the board of management and statement of accounts, now read, be received and entered on the minutes.

Proposed by P. Jones, of Dublin, Esq., seconded by H. M'Gill, of Belfast, Esq.;

Resolved, That the report be printed and circulated amongst the proprietors, under the direction of the board of management.

Proposed by H. M'Gill, of Belfast, Esq., seconded by Captain Kane, of Belfast;

Resolved, That the bank premises in Belfast be sold to the best advantage.

Proposed by R. Dowd, of Maryborough, Esq., seconded by P. M. Burke, Esq.;

Resolved, That we approve of the judicious present relinquishment of the Belfast branch, stated in the report, substituting an agency in lieu thereof.

Proposed by P. Jones, Esq., of Dublin, seconded by Mr. Finn, of Thurles;

Resolved unanimously, That the thanks of the meeting be given to the board of management for their attention to the affairs of the company.

Signed on behalf of the meeting,
PHILIP JONES, Chairman.

Philip Jones, Esq., having vacated the chair, and Alderman Hodges having been moved thereto,

Resolved, That the thanks of the meeting be given to Mr. Jones for his proper conduct in the chair.

(Signed) W. HODGES, Chairman.
THOMAS BRIERLY, G. Superintendent.

HARTLEPOOL AND DURHAM COMMERCIAL SHIPPING COMPANY, established for the purpose of purchasing or building Ships or Vessels, to be employed in the Coal or other trades from Hartlepool, or such other ports and places as the committee may order and direct.

At a General Meeting of the shareholders, held on Thursday, the 11th day of October, 1838, at Mr. Sotheran's, King's Head Inn, Hartlepool,

JOHN BURRELL, Esq., in the chair,

The following resolutions were agreed to:—

1. That the capital fund of the company be in shares of £10 each, and increased to any number, to be paid as the committee may direct.
2. That the affairs of the company be directed by a committee, to be chosen annually at the November half-yearly meeting; such committee to have the entire management, and to meet once a fortnight, or oftener, if necessary.
3. That shares be sold or transferred without any control, further than a written notice to the committee, or their agent; the transfer to be entered in the company's books, and the purchaser to sign the deed of co-partnership.
4. That immediately any shareholder shall sell or dispose of his or her share or shares in the company, and cease to be a shareholder, that on the same being transferred, such shareholder shall not be liable to any claim hereafter.
5. That the vessels be registered in the names of six of the co-partners, as trustees; and that Messrs. William Chapman, Thomas Allison Tennant, William Thompson, Thomas Rowell, James Freeman, and William Lisle, be trustees.
6. That a deposit of 10s. per share be paid to the treasurers; and that thirty days' notice be given by the committee of any further call on the shareholders.
7. That the books of the company be open to the inspection of any shareholder from ten until two o'clock.
8. That the company shall not be dissolved before the end of twenty-one years, unless the proprietors of three-fourths of the whole number of shares agree to do so at a general or special meeting call for that purpose.
9. That the following gentlemen be appointed a committee for the ensuing year, viz.—William Chapman, Esq.; John Burrell, Esq.; Robert Henry Allan, Esq.; Thomas Wood, Esq.; Percival Forster, Esq.; Robert Burrell, Esq.; William Thompson, Esq.; and Messrs. Thomas Rowell; Banjamin Heward; Abraham Scotson; James Freeman; Edward Heron; William Lisle; William Garrick; and Thomas Robson; and that five be a quorum.
10. That the Newcastle, Shields, and Sunderland Union Joint-Stock Banking Company be appointed treasurers.
11. That the manager or agent of the company shall enter into a bond in a sufficient penalty, or give such other security as shall be deemed necessary, for the due application of all monies received by him on account of the company, and for the faithful discharge of his office in every respect.
12. That the proprietors shall have one vote for each share.
13. That a right of voting by proxy shall be reserved to each shareholder residing at a distance of ten miles or upwards from Hartlepool, and to all females residing within that distance; and that no proxy shall be good unless granted to a shareholder, and be in writing, verified by the signature of a witness, limiting the authority of such proxy to the matters and questions to be decided at the then next general meeting of the company.
14. That the accounts of the company shall be made up in each year to the 30th day of April, and to the 31st day of October; the same to be audited by two shareholders, not in the committee; and that a general meeting be held on the second Tuesday in May and on the second Tuesday in November in each year, when the profits shall be divided. The first meeting to be held on the second Tuesday in May next ensuing.
15. That every person eligible to be elected a member of the committee shall possess not less than ten shares.
16. That all vessels belonging to the company, be insured in such manner as the committee shall from time to time direct.
17. That all vessels to be built, or purchased by the company, be previously inspected by some competent person or persons.
18. That at the expiration of the co-partnership, either by lapse of time or by previous dissolution, a final account shall be made up and settled of the said co-partnership estate, property, and effects, and the same (except, what shall consist of debts and ready money) shall be forthwith sold and disposed of, either by private contract or public auction—and after the payment of all debts due and owing from the said company—the residue and surplus of the monies then belonging to the company, shall be divided between the several proprietors, for the time being, in proportion to their respective shares in the said undertaking.
19. That a draft of the deed of co-partnership having been read and approved, the same be engrossed.
20. That applications for shares be made to the committee, and at the banking houses of the Union Joint-Stock Bank at Newcastle-upon-Tyne, Sunderland, Shields, Bishop Auckland, and Durham; to Mr. Rowell, Hartlepool; or to Robert Henry Allan, Esq., solicitor, Durham.
21. That these resolutions be printed and advertised.

(Signed) JOHN BURRELL, Chairman.

Thanks to the chairman for his able conduct in the chair being moved, was carried unanimously.

Hartlepool, Oct. 11.

STEAM COMMUNICATION WITH INDIA.

On Friday, the 12th inst., a meeting took place at the Jerusalem Coffee-house, for the purpose of considering the expediency of establishing a regular system of steam intercourse to and from India.

Sir R. W. HORTON (late Governor of Ceylon) in the chair.

The meeting was both numerous and respectable.

The CHAIRMAN thought it right to state what he conceived the object of the present meeting to be. He was not aware until yesterday that the meeting was to be public, and he thought it might have been advisable to have had a private meeting in the first instance to consider the details of the subject. As, however, the meeting was a general and a public one, what they had now to consider, in his opinion, was simply the principle, whether or not it was desirable that an improved communication by steam with India should be established. Upon that point he thought they could have no difficulty in expressing an opinion. Lord W. Bentinck had expressed an opinion strongly in favour of a system of regular steam communication with India, and said that it would be cheaply established at any price; and Lord Auckland had, in a public letter, stated that the object would be best and most satisfactorily attained by means of private enterprise. He entirely concurred with those eminent individuals in thinking that such a system would be productive of the greatest advantages, and of its expediency, or rather necessity, he could not produce stronger evidence than the fact, that in the course of the six years he was at Ceylon, he was during a period of seven months without any private communications or dispatches from England, and all the intelligence he obtained from that country was got from the columns of the newspapers in India. Since that period, however, and since the establishment of steam intercourse, he had received at the end of the month letters which had been written at the beginning. He might refer to a letter addressed, in the year 1800, by Lord Wellesley to Mr. Hugh Inglis, the then chairman of the Court of East India Directors, as affording another proof of the importance attached to a regular system of intercourse between England and India by all who had considered the subject. The hon. baronet here read the letter, from which it appeared that what Lord Wellesley looked to was the arrival of regular communications four months old; but when it was considered how speedily the passage might in the present day be effected by means of steam, he (Sir W. Horton) could not understand how any man acquainted with the government business of a distant empire like India, or with the commercial intercourse existing between that place and England, could reflect on the subject without feeling an ardent desire to see established such a system of communication by means of steam navigation as would be worthy of this great nation. It was certainly of importance to know what were the feelings of the present Pasha of Egypt on the subject. Having on his way from Bombay gone through that country, he could from his own experience state, that the Pasha was ready to promote the intercourse with India by steam navigation; and he could inform the meeting that an accident having befallen one of the steamers in the Red Sea, by which the machinery was damaged, the Pasha stopped the works which were proceeding at his own foundry, and made it over to the English authorities, on purpose that the damage might be repaired. He was not acquainted with the details of the plan which would be submitted to the meeting, but he understood that it was intended to build steamers of sufficient strength to overcome the greatest difficulties now felt in getting passengers up to Suez, arising out of the monsoon, so that passengers might be enabled to go up the Red Sea at all times. It was for the meeting to decide whether a company should be formed to carry into effect the object in view, but he begged to state, in conclusion, that he should decidedly object to be in any way connected with any company the capital of which was not *bonâ fide* subscribed up.

Captain J. BARBER said, that before he explained his plan to the meeting, it might be proper to state that those who supported it had confident expectations that the negociations between the Government and the East India Company would have led to its adoption, but they had been disappointed, and letters from India had arrived at Alexandria in twenty-six days, while the transmission from that place, which was a central point to England, had occupied not less than forty-six days. This had happened month after month, and now the letters did not come at all. Were not such delays and interruptions to intercourse with India fatal to commercial transactions? He thought that the meeting would agree with him, that after the vague and unsatisfactory answer which had been given by the East India Company to the chairman of the India and China Association, they had nothing to expect from the former body in furtherance of the object they had in view. They knew that the East India Company had sent three steamers, and they knew by report that the company were building more, but the capacity of those vessels was not sufficient to answer the purpose even so far as the transit of letters was concerned; and as regards passengers, the charge was too large, the accommodation too little, and attention to their wants and comforts still less. In India the question of steam communication was looked at in a light very different from that in which it was regarded here. In England British merchants had so many avocations which distracted their attention, that India came in for but a small portion of their consideration. But in India the state of the communications with England affected the Governor-General in his palace and the peasant in his mud cabin. There was no one there who was indifferent to the advantages which must be derived from bringing India into the closest possible contact with England, and that 2800 shares have been conditionally subscribed for in Bengal alone, amounting to 140,000*l.*, to join any "well organised and estimated plan for carrying out steam communication with the three presidencies, *vid* the Red Sea." It might be, that out of these subscribers some would prove defaulters, but he was sure that the defalcations, if any, would be more than made up by fresh subscriptions in Madras, Bombay, and China. But it would be an absurdity to suppose that in this country, where funds to the amount of millions were collected for the purpose of approximating London and Birmingham by a railroad, there should not be found a sufficient number of enterprising individuals ready to subscribe 400,000*l.* to bring India in closer contact with England. Perhaps it might be asked by Sir J. Ross, whom he saw present, "Why not proceed to India by the way of the Cape of Good Hope?" To which his answer was, because he was anxious to go the shortest way possible; and the way by Egypt presented these additional advantages, that, passing through a half civilised country, it would open a new road for civilisation, it would open new markets to the merchant for his wares, a wide field to the Christian and the philosopher wherein to exercise their benevolence and research. It might be, perhaps, objected that the steam-boats, each of which it was intended should contain 1500 tons, and be of 600 horse-power, would be too large. But he looked to the increased demand for accommodation, which would be created in less than twelve months after the opening of the communication; and he thought that the boats ought to be of such a capacity as would enable them to overcome every obstacle, and to pursue their course with regularity. He calculated that the amount of outlay, including five boats of 1500 tons burden and 600 horse-power each, with two smaller boats for the Bombay branch, the omnibuses and vans across the Desert, and the expenditure at the different stations, would amount to 335,000*l.*, or in round numbers 400,000*l.* His hearers might smile at the idea of omnibuses running across the Desert, but all he could say was, that he was determined to take a place in the first that should start. He now came to the amount of annual charge, which consisted of coals, wages, victualling, conveyance in Egypt, charges at the different stations, for management, insurance at 5 per cent., wear and tear, and sinking fund, at 15 per cent., contingencies 10,000*l.*, making a total for the annual charge of 227,460*l.* He calculated the annual expense of the coal at 90,000*l.*, and to those who might think that sum insufficient, he would state, that he knew a party who was ready to contract to supply the coals for five years for that sum. The next question was, what amount of income had he grounds to expect, in order to be able to meet these charges? Was it probable that passengers would choose to go to India in the way proposed? There now existed no longer any doubt on that head, and it might be anticipated that if the road was made perfect, and such accommodation given to Indians as they required, nine-tenths of the passengers would prefer it. The income to be derived from passengers, calculated after the expense of 10s. per diem for victualling, would be—to and from Calcutta, 130,000*l.*; to and from Madras, 64,800*l.*; to and from Bombay, 42,720*l.*; steerage and intermediate passengers, 30,000*l.*; baggage, goods, parcels, &c., 30,000*l.*, making in the whole a total of 297,720*l.*, and leaving a surplus over the annual expenditure of 70,260*l.* to be shared as dividends. Besides this there was a probable excess which had not been calculated, but which must fall into the hands of the company. For instance, he might take the Post-office mails, including those of the continent, at 60,000*l.*, and the East India Company's dispatches at 12,000*l.*, making a total of 72,000*l.* These calculations were, of course, made upon the idea that the communications between England, the three Indian presidencies, Ceylon, and Batavia, were to be maintained with all the regularity of a stage-coach. He had assumed that 2000 passengers were going and coming from India in the course of a year; and he calculated that one-half that number would proceed by the conveyances of the proposed company.

Sir J. ROSS said, that as his name had been mentioned, he wished to declare that the company with which he was connected did in no way object to, or desire to interfere with, the proceedings of the company which it was now proposed to form, except in so far as they might be of service. It was his intention in the first ship built by his company to try and overcome the difficulties stated to be in the way of the undertaking (a steam passage round the Cape of Good Hope was, we understood, alluded to), and if the company obtained but one tithe of the passengers which Captain Barber's statement left for them, they would be perfectly satisfied.

Sir J. R. REID felt great pleasure in proposing the first resolution, and assured the meeting that there existed a general desire among the merchants of London and every other part of the empire to promote that which they conceived to be fraught with the greatest possible advantages—a system of steam communication with India overland, and he trusted to see the day when that communication should be regularly established, a result which the enterprise of British merchants forbade him to despair of, when he considered what had already been done in the way of steam communication between England and America. He then moved the first resolution:—"This meeting is unanimously of opinion that the present means afforded for overland intercourse with India is totally inadequate for commercial purposes, and that for social purposes it has hitherto entirely failed to fulfil the just expectations of the people both of England and of India."

Mr. MACKILLOP seconded the resolution, which was carried unanimously.

Mr. T. CURTIS (governor of the Bank) said, that though he had no commercial connection with India, yet he thought it right, considering the high official situation he occupied, to take a part in any matter which so much interested the commerce of the kingdom as the present proposition. On this ground he came forward to propose the second resolution. He was not, however, without some personal interest in the matter. He had a son in the service of the East India Company, and he was of course anxious that the communications between this country and India should be shortened as much as possible, in order that he might receive frequent intelligence of his son. There must be hundreds of thousands of persons in the country with the same feelings, and nothing, he was convinced, would more tend to the benefit of India than frequent intercourse with Britain. He believed that Captain Barber estimated the number of persons going to and from India at 2300, but he could state that an estimate made by an intelligent gentleman in 1824, Mr. Wilkinson, did not exceed 1200. That estimate was made, however, as far back as the year 1824, and he was ready to admit that when steam navigation overland should be regularly established, the number of passengers would probably be doubled. He then moved the second resolution:—"That the plan submitted to this meeting by Captain Barber ought to be taken into consideration, and if the details therein, on examination by competent persons, should be declared to be founded on a solid basis, calculated to give stability and permanency to the undertaking, that it will be worthy of support and encouragement from the mercantile community of Great Britain, and other parties interested in approximating India to the mother country."

Mr. GOUGER seconded the resolution.

In reply to some observations from a gentleman present, Mr. CRAWFORD, M.P., felt rather surprised that the last speaker did not seem aware that the interruption which had taken place in the Indian communications arose from insufficiency of the means placed at the disposal of the authorities in the Mediterranean for the conveyance of the mails to and from Alexandria. From recent inquiry which had been made, he believed the blame rested with the Post-office management. The Post-office had made an unprofitable bargain with the Steam Navigation Company, and they now chose to connect the mail for India with the mails for Vigo and Gibraltar, whereby four or five days were lost in waiting. He was convinced that the communications with India would never be kept up regularly until steamers were appointed to go from Falmouth to Alexandria without being subject to any intermediary control whatever. He had concurred in the report from which the gentleman had quoted, but since its date he had learned the real cause of the interruptions in the communications with India.

Mr. BAGSHAW said the gentleman had only referred to the communications with Bombay; but the meeting should recollect that it was highly desirable to establish frequent communications with the other Indian presidencies. In regard to Mr. Waghorn, no one could doubt that he had rendered great services in establishing steam intercourse with India overland, and he trusted that gentleman would receive remuneration adequate to his deserts.

The resolution was then carried.

Lord W. BENTINCK thought it desirable that the committee to be appointed should have it in their power to take into consideration, besides the particular plan before the meeting, any other suggestions which might be made for the same purpose, and to report thereon at a future meeting. He had always been, as an advocate of the Indian public, in favour of a comprehensive plan of steam communication with India; and he thought it right to state, that not long ago he made a proposition to the Court of East India Directors on the subject. He was not at present prepared to mention the nature of that proposition, but he would communicate it to a committee, if any should be appointed. With respect to the plan proposed by Captain Barber, he certainly thought it most desirable, if it could be carried into effect. It would be very comfortable for travellers to be conveyed in his steamer of 1500 tons, but from recent inquiries he made at Glasgow and Liverpool, he was prepared to say that steamers of that size would not pay. But if Capt. Barber's plan should fail, some other plan might succeed, and therefore he thought that a committee should be appointed to take all propositions into consideration, with the view of selecting one that would meet with general assent, for the object was not to put forth a bubble speculation, but such a plan as would be beneficial to the public. His opinions on the subject of speedy communication with India were well known. He thought it would tend greatly to promote the welfare of the 100,000,000 inhabitants of India, for whose happiness and improvement they (the English) were deeply responsible, but which they had greatly neglected heretofore. Steam communication would bring India into closer contact with England, and would enable the Indian natives to benefit by European knowledge and civilisation. Much had undoubtedly been done in the way of establishing steam communication, but that had reference to Bombay, and he had yet to learn that it was the intention of the authorities to extend the communication to the other presidencies, though it was not unfrequently more easy to go to the Red Sea from Calcutta than from Bombay. He knew that Sir J. Hobhouse, in the beginning of last year, promised that permission should be given to the Governor-General of India to make the experiment of direct communications between Calcutta and the Red Sea; but on a deputation waiting lately on the court of directors, they learned that nothing had been done on the subject. He was convinced, however, that a private company could manage this business better than the Government, for it was impossible to enter into the details; and he understood that there was no comparison between the ships belonging to the Peninsular Steam Company for comfort and dispatch and those belonging to Government. The noble Lord then proposed the following resolution, which was seconded by Sir J. R. Reid, and carried unanimously:—"That a committee be appointed to investigate the plan submitted to this meeting by Captain Barber, as also any other suggestions that may be submitted to them for establishing a steam communication with India, *via* the Red Sea, on a comprehensive plan, and that the following gentlemen form a committee, with power to add to their number:—Mr. John Bagshaw, Mr. William Crawford, Mr. T. A. Curtis, Mr. Henry Gouger, Mr. T. P. Larkins, Mr. James Mackillop, Captain A. Nairne, Hon. Company's service, Mr. J. H. Pelly, Mr. John Pirie (Alderman), Mr. Christopher Read, Mr. John Small, Mr. Robert Thurburn, and Major Turner."

Thanks were then voted to the chairman, and the meeting broke up.

THE THAMES TUNNEL.

On Saturday night last the workmen employed in the Thames Tunnel were regaled in that part of it appropriated to visitors, with refreshments, on the interesting occasion of their having on that day completed 800 feet of the brickwork. The healths of the directors, the chief engineer, Mr. Brunel, and of his son (who had been so instrumental in the accomplishment of the tunnel to the centre of the river), were drunk with enthusiastic cheers, which made the arches ring again. The effect produced by the splendid illumination of the tunnel and the shield was to us both novel and interesting.

The acting engineer, Mr. Page, in addressing the men, congratulated them on the intrepidity which had been so frequently displayed upon all trying occasions, and on the success which had attended it, and reminded them that another 100 feet would bring them to the other side of the river.

We were also gratified at learning that the "foul air" lately referred to by the papers had disappeared some months ago, and that the men generally enjoyed very good health.

We were glad to find on inquiry that the last thirty feet of the tunnel had cost much less than we had been led to anticipate from the calculations shown in a Parliamentary paper lately published by our contemporaries, and that appearances favour the conclusion that the greatest difficulties have been overcome. Only twenty-eight feet were executed in 1837—double that extent has been accomplished in 1838, and at half the expense. This is principally to be attributed to the beneficial operation of the ballast hulk, which has been grounded (heavily laden) on the bed of the river, exactly over the spot through which the miners are working in the shield. The compression which it effects in the stratum of silt produces a degree of consolidation most desirable for the purposes of excavation. The work now proceeds without the interruption to which it was liable from the mobility of the fine sand through which they tunnelled, and which, "unstable as water," actually flowed along with it into the works.

GOLD MINES OF EGYPT.—We understand that the gold mines recently discovered in Upper Egypt have been exceedingly productive, and it is expected that others will shortly be discovered. The commercial house of P. Jussuff, at Trieste, has forwarded eighty quintals of the quicksilver of Ida to Alexandria to purify the ore. The quicksilver was sold for 255 florins the quintal.

THE STEAM-SHIP "LIVERPOOL."

This magnificent steam-ship made an experimental trip on Saturday last from Liverpool to Dublin. The weather was very boisterous, but she made her way at the rate of about ten miles an hour, and reached Dublin in twelve hours and twenty-one minutes. In returning the wind was not so strong, and blew from the west, and the distance from Kingstown harbour to Liverpool was accomplished in ten hours and forty-two minutes. This result fairly justifies the conclusion that, when all on board is completed, the stiffness of the engines worn off, and the improvements made which this first voyage has suggested, she will be one of the most ocean-worthy and swiftest vessels hitherto built, and become a credit to the owners and to the port. We subjoin the following description of her fittings from the *Liverpool Albion*:—

The *Liverpool* was built by Messrs. Humble and Milcrest, of this town, for Sir John Tobin, from whom she has been recently purchased by the Trans-atlantic Steam Navigation Company, for the purpose of plying on the station between Liverpool and New York. Her burden is 1148 tons, out of which she has stowage for 700 tons of goods. She can, besides, carry in her bunkers upwards of 450 tons of coals. Her length is 253 feet, breadth of beam 56 feet, and depth of hold 21 feet. She is fitted with two engines of 450 horse power. The diameter of her cylinders is 75 inches, length of stroke 7 feet, and dinmeter of paddle-wheels 29 feet. She has two distinct sets of boilers, which will enable the engineers to regulate the steam in a superior manner, and to keep up a proper supply, should any of the boilers get out of order or require examination. The engines of the *Liverpool*, we are informed, are the largest and most powerful that have ever yet been completed.

The interior fittings of the vessel are in a state of great forwardness, as no less than from 250 to 270 workmen have been employed on board during the whole of the last week. Her after-cabin is a long and pleasant apartment, sufficiently lofty, and lighted from above by three skylights, of handsome design, which add greatly to the beautiful appearance of the room. The decorations, which are being executed by Mr. W. H. Goore, whose skill as an ornamental painter is well known, will, when completed, be tasteful and elegant. From each side of the cabin diverge the state-rooms, which contain berths for fifty passengers. The doors of entrance to the state-rooms are painted in imitation of satin wood, with elegant panel work below, and on the upper half an oval insertion of Venetian rods, for the admission of air and light. On each side of the doors, and in the compartments between them, are elegant pilasters, painted in imitation of porcelain, surmounted with rich fancy capitals of white and gold. The ceiling is of uncommonly chaste and elegant workmanship, its appearance being in keeping with the rest of the decorations. The state-rooms are painted pink and white, and the hangings of the berths are of white, striped with gold. The pannels between the pilasters are exceeding light and elegant, presenting an ornamental scroll of gold, on a ground of light green. A massive sideboard, surmounted by a mirror, will be placed between the cabin doors. Opposite to this, in front of the rudder-case, a clock will be erected, of superb workmanship, surrounded with a gold ornament of unique design. The cabin is to contain three tables—one, a long dining table, and two others for miscellaneous purposes. On each side of these will be ranged ottomans and sofas. The whole of the cabin furniture will be such as to conduce as much as possible to the convenience and comfort of the passengers.

To the left of the cabin stairs is the ladies' state-room, a neat apartment, containing an appropriate number of berths.

The steward's pantry, which is on the right of the cabin stairs, will be an object of attraction to many when the outfit is complete. It is furnished with every requisite for luxury in a small compass. It contains a wine-cooling room, in which ninety dozens of wine can be placed. We may mention that there is on deck a copper ice-house, for the preservation of the material for cooling the wine. The roof of the pantry contains compartments for 365 wine glasses, and on all sides there are recesses, lockers, &c., for decanters, tumblers, and other necessaries. Beneath the pantry is a room in which the steward is to stow his preserved meat and other articles of luxury; and below that is the wine cellar, in which 300 dozens of wine, besides porter, can be stored. Under the cabin is a spacious apartment for passengers' luggage. At the bottom of the cabin stairs a trap door leads down a flight of steps to a range of warm, cold, and shower baths.

The fore cabin contains forty-eight berths, with several spacious state-rooms, opening into each other for the convenience of families. The decorations of this cabin are similar to those of the after-cabin, and the conveniences are of precisely the same description. Above it, on the deck, is the cigar divan and bar, at which the gentlemen may lounge, sip champagne, coffee, or lemonade, and smoke their cigars, as the latter is not to be permitted in the cabins.

On the deck, behind the chimney, is a shippon with two stalls for the cows, which will supply passengers with milk; and near the bows are boxes for sheep, pigs, &c., from which a supply of fresh meat will be continually obtained. The cooking apparatus is extensive, and is fitted up on the best principle. The stays, shrouds, and all the rigging that is fixed, or not intended to be moveable, is of a new material. It is formed of wire-rods, bound together with thrums. It has the advantage of possessing great strength, and of not offering any great resistance to the air.

MARCH OF STEAM.—As the year 1838 will most assuredly form a remarkable epoch in the history of steam navigation, it may not be thought uninteresting to trace the advances it has made since the year 1814, when one steam-boat, of sixty-nine tons burden, floated in solitude on the British waters. The following authentic account of the number and tonnage of steam-vessels belonging to the British empire (including the plantations) from 1814 to 1836 inclusive, has been politely supplied to us by the secretary of the Liverpool Statistical Society:—

Year.	Vessels.	Tons.	Year.	Vessels.	Tons.
1814	2	456	1826	248	28,958
1815	10	1,633	1827	275	32,490
1816	15	2,612	1828	293	32,032
1817	19	3,950	1829	304	32,283
1818	27	6,441	1830	315	33,444
1819	32	6,657	1831	347	37,445
1820	43	7,243	1832	380	41,669
1821	69	10,534	1833	415	45,017
1822	96	13,125	1834	462	50,736
1823	111	14,153	1835	538	60,520
1824	126	15,739	1836	600	67,969
1825	168	20,287			

—*Liverpool Mail.*

INCREASE OF STEAM-POWER IN LANCASHIRE AND ITS IMMEDIATE VICINITY.—The following returns, which are taken from a Parliamentary document, will afford some notion of the astonishing progress which the cotton manufacture has made in Lancashire since the year 1835. From the most complete returns that have yet been procured of the steam-power existing in the manufacturing districts, and which were furnished by the Inspector of Factories, it appears, that the total steam-power employed in the cotton mills of Lancashire and Cheshire was 24,597 horses. The increase since 1835, including the mills now in erection, is, according to the subjoined account, 17,413 horses, of which 2036 are destined for purposes not connected with cotton manufacture, leaving 15,377 as the increase in the cotton manufacture alone, which amounts to 62 per cent. upon the power existing in the whole of the counties of Lancashire and Cheshire at the date of the former returns. The 2036 horse power not destined for the cotton manufacture is divided as follows:—

Collieries	592	Canal	200
Woolen manufacture	410	Brewery	15
Woolen and cotton do.	88	Iron forges	35
Silk ditto	74	Nail-making	24
Linen ditto	38	Wood-grinding	30
Machine-making	351½	Timber-sawing	30
Corn-mills	67		
Paper-mills	82	Total	2036½

FRENCH TRADE.—The *Courrier Français*, in an article on French commerce, shows that the trade of France has greatly increased within the last ten years, particularly with the United States of America and Switzerland. The general increase between the years 1827 and 1836 was to the extent of 60 per cent. The importations from the United States in 1836 exceeded by 229 per cent. those in 1827. The trade carried on by France with Switzerland in 1827 was to the amount of 53,823,122f. (2,120,000*l.* and upwards.) In 1836 it increased to 159,485,303f. (6,400,000*l.*); but of this, one-third only (52,573,965f.) was for home consumption. "We are, therefore," observes the *Courrier Français*, "more useful to Switzerland as factors than even as consumers." These estimates refer only to articles regularly received. Smuggling was extensive, and embraced the more valuable articles.

NEW HOUSES OF PARLIAMENT.—The inquiry which was committed to Mr. Bary, Mr. De la Beche, and others, as to the stone to be employed in the erection of the new Houses of Parliament is at length closed, and specimens collected, received from quarries in nearly every part of the kingdom. Some time, however, must elapse before the particular kind is fixed on, as the specimens are to form the subject of a very careful examination and analysis in London.

PROCEEDINGS OF PUBLIC COMPANIES.

NORTHERN AND CENTRAL BANK OF ENGLAND.

In the month of August last, upon the occasion of the half-yearly meeting of the Northern and Central Bank, a committee of five shareholders was appointed for the purpose of taking into consideration the most advisable course to be taken under existing circumstances, with respect to the affairs of the bank, and also to prepare such new laws or regulations, for the consideration and sanction of the proprietors, as might be deemed advisable under the 19th clause of the deed of settlement. A meeting of the shareholders was convened on the 12th inst., for the purpose of receiving the report of this committee. The meeting, which was not numerously attended, was held in the large room at Ladyman's Hotel, Manchester.

J. Stubbs, Esq., in the chair.

In opening the business of the meeting, the Chairman expressed his satisfaction at being able to announce to the shareholders that the bank was now out of debt. This announcement was of course received with unequivocal tokens of approbation.

Mr. Sinclair (the accountant to the bank) then read the following report of the committee:—

REPORT.

In pursuance of the resolution passed at the half-yearly meeting, held at Ladyman's Hotel, on the 30th August last, appointing a committee "to take into consideration the most advisable course to be taken, under existing circumstances, with respect to the affairs of the bank; and to prepare such new laws or regulations, for the consideration and sanction of the proprietors, as might be deemed advisable, under the 19th clause of the deed of settlement;" your committee have met several times, and maturely weighed and considered the subject embraced in the resolution, and have now to submit to you the following report:—

In reference to the first part of the resolution, they are of opinion that the funds of the establishment have not yet been collected to a sufficient extent, as to enable the directors to prosecute the business of the bank on such a scale as to be materially profitable; nor is it probable they will be able to do so during the present year; but, with a view of employing the funds as they become disposable, they recommend them to be employed in discounting bills, or in such other way as may appear to the directors most secure and profitable.

And with regard to the second part of the resolution, that of preparing new laws or regulations, they are of opinion that, although in the event of this bank permanently continuing its business, some new laws and regulations may be deemed advisable, yet the period for such alteration has not yet arrived.

Your committee are sorry they do not feel themselves warranted at present to recommend a more decided course as to the future proceedings of this establishment; but they conceive the proprietors will be in a condition to come to some conclusion at their next annual meeting, which is to be held on the last Thursday in February next, 1839.

Wm. Eckersley. Wm. Haynes.
Thos. Harbottle. Alex. Ogilvie.
John Hall. James Burt.

The report having been read, Dr. Bancks wished to know if he could not withdraw from his connexion with the bank as a shareholder. The Chairman replied, that he certainly could do so by selling his shares.

Mr. R. H. Wilson (solicitor) rose for the purpose of moving the adoption of the report. He expressed his very great gratification at the course adopted by the committee. He thought they had acted wisely in not recommending the resumption of business by the bank, inasmuch as the Chancellor of the Exchequer was about to bring into Parliament a Bill for the regulation of Joint-Stock Banking Companies, and it could not at present be known how that measure would affect the Northern and Central Bank.

Mr. Alfred Webb (of Liverpool), seconded the adoption of the report; and the motion having been put from the chair, was carried unanimously.

Mr. Thomas Lewis (of Liverpool) moved "That the thanks of the meeting be given to the committee for their services," which was seconded by Mr. John Swallow, and also carried unanimously.

Thanks having been voted to the chairman, the meeting adjourned.

HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL.

A public meeting was held at the Feathers Hotel, Ledbury, on Friday week, to take into consideration the proposition for raising the sum of 75,000*l.*, in shares of 20*l.* each, for completing this canal as far as Hereford, as originally intended by the proprietors of the company, by which a connected water conveyance would be effected between the port of Gloucester, the city of Hereford, and the river Wye. The canal at present extends only from Gloucester to Ledbury, and it is proposed, on obtaining subscribers for the above capital, to apply to Parliament for an act to secure a priority of payment to the amount of 5 per cent. per annum on the new shares, before the old shareholders receive any dividend on the undertaking. Sir J. K. Money, Bart., in the chair.

The Chairman adverted to the great importance of the object to the city and county of Hereford, as well as to those districts in the immediate neighbourhood. The proposed extension of the canal would, he was convinced, if the city and county came forward with that spirit which the undertaking warranted, raise the shares of the old proprietors, which were now about 8*l.*, to 40*l.* or 50*l.* The old proprietors never contemplated that the canal would terminate half-way, and he felt convinced that it would ultimately yield to them not only a profitable return for their capital, but that to those who were disposed to take new shares it would be as safe an investment for their money, at an interest of 5 per cent., as the Bank of England itself.

John Biddulph, Esq., moved the first resolution, approving of the object of the meeting, which was seconded by H. Burr, Esq., M.P., and carried with only one dissentient.

The Rev. K. E. Money moved the next resolution, and stated that the first call would be 2*l.* per share, that similar calls would be made every three months until the line was completed; and that from the moment the first deposit was made, an interest of 5 per cent. would be received by the shareholders. The following resolution was then passed unanimously:—"That this meeting consider that priority of payment offered by the present company, is such as will ensure to the new shareholders an undeniable security for their money, and also, that after the completion of the canal to Hereford, a handsome dividend will be received by the old shareholders."

The meeting was afterwards addressed by Richard Webb, Esq., George Watson, Esq., Captain Johnstone, George F. Baker, Esq., and other gentlemen, and a committee having been appointed to carry into effect the proposed object, a vote of thanks was passed to the chairman, and the meeting separated. Before the meeting broke up, a considerable number of shares were subscribed for, the chairman putting down his name for fifty. The Leominster canal proprietors have signified their readiness to give every encouragement to the project.

WEST WHEAL JEWEL MINING COMPANY.

The special general meeting of the shareholders of this company was held on Thursday last, at the office, 23, Threadneedle-street, in accordance with the resolution of the special general meeting of the 21st May last, when the deed of settlement for the future regulation of the company's affairs was submitted to the shareholders present, and executed by them to a considerable amount of shares; and the secretary was requested to obtain the signatures of the remaining proprietors with all dispatch.

Humber Union Steam Company.—The trade of the Midland Counties will shortly be extensively increased by the facilities and saving effected by the transit of merchandise from London. The new company whose goods are forwarded by Messrs. Sutton and Co. (boats from Gainsbro'), last week displayed what they can accomplish in speed. A vessel sailed from St Katherine's Wharf on Wednesday, and her cargo arrived in Nottingham on Saturday—thus effecting the entire passage in less than four days. The rates, we understand, are less than one-half the price of the canal charges. Surely the public will reap the advantage of this important reduction in freights.—*Leicester Journal.*

Lancashire and Cheshire Geological Society.—We are glad to find that an institution under the above title is about to be formed in this town, the objects of which are to investigate the mineral structure of the earth; to inquire into the statistics and machinery of mining; to collect books, plans, maps, models, and mining records; to publish the transactions of the society, with suitable illustrations; and to form a museum, to be open gratuitously to the public. It is expected that our noble neighbour, Lord Francis Egerton, will accept the presidentship of the society; and Dr. Dalton, with a long list of scientific and educated fellow-townsmen, with others from surrounding places, will extend their influence and support to so desirable an association. Upwards of a hundred gentlemen have already enrolled their names as members, among whom are Sir P. G. Egerton, M.P., the Bishop of Norwich, Professor Whewell, James Heywood, and William Hulton, Esqs.—*Manchester Times.*

NEW COMPANIES

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

THE NORTH AMERICAN TRUST AND BANKING COMPANY.

More than usual attention has been directed in the city within the last few days to a company recently formed in New York, termed "The North American Trust and Banking Company," as it is proposed to connect it more closely with this country by raising a portion of the intended additional capital in London. Prospectuses for this purpose have been issued by the firm of Messrs. Palmers, Mackillop, Dent, and Co., and the undertaking, it is said, is strongly supported by leading bankers at the west-end as well as in the city. The chief object, and which is of the utmost importance to the mercantile interests of this country, is to protect, it is declared, the American British trade as much as possible from the pecuniary inconvenience to which it has hitherto been subjected. The difficulty with which every branch of trade and commerce has had to contend against since the panic of 1836-37, from the almost total impossibility of doing business on credit, is but too well known; and, therefore, any undertaking which would assist the fair trader, while proper security is given for the advances, must of itself be a matter of great consideration to the mercantile and manufacturing interests of this country, who are now almost wholly without orders, and suffering so acutely from the stagnation of trade. The system hitherto adopted of drawing bills backwards and forwards, and the acceptor relying upon the drawer to meet the bill at maturity, has been the ruin of the country, and any thing which will supersede it must be a benefit. This, it is said, will be effected by the working of the new company under their trust business, by granting loans upon the deposit of property, while the company are compelled, under the new banking act of the State of New York, to issue the notes of the comptroller-general. By this new law, in fact, the state of the affairs of any new bank are put under the supervision of the Court of Chancery, and none can issue their own paper, but that only of the comptroller-general of the state, which is given upon the deposit of security; while the notes are still payable on demand at the bank. There is necessarily, therefore, much greater security afforded to the public under the new system than ever was before; and a trust company is, moreover, bound by law to render annually to the Court of Chancery, and oftener if required, "a true and just account of all and every trust fund in the possession of the Corporation, the object and intent thereof, and the manner in which the same has been vested and applied." The act also requires that any trust created with a company, "shall be confined and solely applied to the purposes and intents of such trusts," and that the corporation "shall keep separate books and accounts solely for the objects of such trusts," the effect of which is, that the trusts are distinct, and that the property assigned for each, with the whole capital of the company, are responsible for such trust respectively. The business under "trust," which is little known in this country, except as far as the Court of Chancery is concerned, is to receive moneys for account of public establishments, widows, orphans, trustees under marriage settlements, executors, and judicial tribunals; also from persons in business who seek a temporary employment of capital, and from those not engaged in active pursuits who desire permanent employment of their funds. For these moneys the companies allow the depositor an interest, varying from 3 to 5 per cent., and they receive from the borrower interest at the rate of 7 per cent., the difference of interest and the accumulation upon it constituting the profit of the company in the transaction. In other words, "where real estate trusts are created, the parties desire aid to pay off existing incumbrances upon the property; in such cases the company, having received a perfect title to the real estate in fee, issues its certificates of trust redeemable in twenty years, bearing interest at 5 per cent. per annum, payable half-yearly. The company receives from the *cestui que trust*. 7 per cent. interest, being the legal rate in this state; the difference of two per cent. per annum constitutes the earnings of the company for the execution of the trust."

The present undertaking is under the presidency of Joseph D. Beers, Esq., with Myndert Van Schaick as his deputy, and the existing capital is $2,000,000, which it is now proposed to raise to $10,000,000. Of this $5,000,000, in shares of $100 each, are to be issued here, to be paid for between this and the 13th of August, 1839, in eight instalments of 10 per cent. each, and one instalment, the last, of 20 per cent.; the first being payable on the 1st of November. The dollar to be estimated at 4s. 6d., but the premium upon the bills drawn for the instalments to be allowed in deduction of the last payment. Subscribers are exempt from personal responsibility. We have entered thus fully into these details, as much misconception appears to exist in the minds of some persons as to the solidity and security of American undertakings, more especially as regards banking and trust operations; and we have, therefore, taken this opportunity of putting the case clearly before the public. Whatever may be the defects in the new law of banking in the state of New York, it is evidently a great improvement upon the old system, and the plan of "trust," we believe, has been found successful wherever it has been undertaken. It is represented, indeed, that the wants of the trading community in New York require additional banking capital, and that there is no doubt the banks forming under the new act will be of great importance to the commercial interests generally. It is indeed remarkable that after the late severe pressure on the banks, the shares of all the New York city banks, incorporated by that state, with the exception of one or two minor establishments, are now above par, and the dividends are from 8 to 10 per cent. The number of banks in the state of New York is ninety-five, their aggregate capital being $34,351,460, of which $22,000,000 appertain to banks located in the city of New York. In Pennsylvania the number of banks is fifty, including the United States Bank, forming together a capital of $58,750,338. In Louisiana the number is sixteen, with a capital of $36,769,455. It will therefore at once be seen that New York, which may be considered the metropolis of the American Union, and where naturally the great bulk of all money settlements must centre, has less banking power than two other of the sister states.

Ivison's Patent.—We have derived much pleasure from an inspection of the application of this patent to the steam-engine of the silk mill of Messrs. Casey and Ferguson, in Stirling's-road. This application is a more satisfactory test of the value of the invention than any that has been previously made, for the engine is of very low pressure. By simply widening the pipe which conveys the jet of steam from the boiler to the furnace, it has been made to work as satisfactorily as with a high-pressure engine. For a few moments after the opening of the furnace-door to feed the fire, a thin jet of smoke may be detected issuing from the stalk, but it soon dies away entirely. We feel convinced that proper care in feeding the fire would prevent even this escape. The saving in the consumption of fuel is beyond dispute, and very great. It appears to us, that when the steam is brought to play upon the fire, the water is decomposed into its constituent gases, and that they are subjected to the process of combustion. Water made an article of fuel! We learn that several of our most extensive manufacturers are in treaty with the patentee. The economy of fuel is a most important matter; but in our estimation, the dissipation of the cloud of smoke that perennially overhangs us is scarcely a secondary object. They have an "Auld Reekie," in the east, but its smoky glories are quite obfuscated by our "New Reekie" in the west.—*Glasgow Argus.*

Important Invention.—We copy from a communication in the *Journal of Commerce* the annexed description of a new invention by Mr. Robert Grant, of Maine, which is important to all connected with the construction and management of railroads and locomotives, if it actually possesses the recommendations enumerated:—"In the first place, the truck is guided by the car body with such mathematical precision, that the wheels will, on a smooth plain, without rails, or flanges to the wheels, trace any curve of not less than seventeen feet radius to the eighth of an inch. They require no more power of draught on a curve than on a straight line, and will entirely do away with all lateral action on the straight track, thereby dispensing with one quarter of the force of traction in that case, and in passing a curve with one-half. It is impossible to run them off the track after the locomotive has passed safe; they cost no more than other cars, will last as long again, and will not wear out the track more than one-half as fast; they will be more easy, every way safer, and one quarter, if not one-third, of the expense of constructing and working railroads will be saved."—*New York Commercial Intelligencer.*

DEAN FOREST MINING COMMISSION.

No public business was done during the week ending 29th ult., the various cases which had been appointed to be heard, having been postponed at the request of the parties interested.

October 2.—Coleford.—Mr. Buddle, for the first case, attended with the other Commissioners, Mr. Sopwith and Mr. Probyn. There was a numerous and highly respectable assemblage, to hear the cases of complaint brought against the Cheltenham Coal Company, by Mr. Baker and Mr. Todd, for sinking their pits at Newam Bottom, under the circumstances detailed in our last report; Mr. Baker and Mr. Todd respectively claiming old gales, which, they allege, command the coal obtainable by those pits; and various plans were inspected, in which so much discrepancy appeared, that the decision of the cases was deferred till the plans should be rectified. The discussion was conducted in a very desultory manner, and little of what can can be called *evidence*, was taken. The *grounds* of the accusation against the company appeared to be, that having made an application for a gale, at a place called East Slade, and commenced sinking there, they assumed a right to all the coal between that pit, and an old gale of Mr. Joseph Robins; and when Messrs. Court and Jones sunk their pits between the two places at Newam Bottom, the Cheltenham Coal Company sank opposition pits against them—claiming to be entitled to do so, as protection pits to the East Slade.

Previous to entering on these cases, Mr. Sopwith read to the meeting a very able and interesting abstract of the order of the Mine Law Court, which had been referred to their notice at a previous meeting, by Mr. Clarke. It is well known, that the free miners have been extremely anxious for the restoration of these Courts, as affording them the means of speedy redress against interference with their rights, and of protection to their priviliges; and considerable interest was consequently excited, as to the mode in which it should appear that these objects were effected by the Court.

The first of these documents is dated in 1668, and it purports, like the rest, to be a record of the regulations adopted by a Court, consisting of the Deputy-Constable of St. Brivals, the Verderors of the Forest, the King's Gavilier, and forty-eight Freeminers, and the last produced was dated 1754. The general result of the abstract was, that the Freeminers' Courts from time to time, took upon themselves to alter the customs as regards the employment of foreigners, and their admission into the Forest, the qualifications of a Freeminer, and the mode of work; and that by a series of regulations, they gradually extended the limit, within which a new pit could not be sunk, near an old level, from 100 to 1000 yards.

After the reading of this abstract, Mr. Mushet directed the attention of the Commissioners to an address presented to the Deputy-Gavillers by certain Freeminers, and proprietors of mines in the Forest of Dean, in the year 1826. This document was searched for, and read to the meeting. The purport of it was to request the Gaviller, and the Government, not to grant any gale in future, within 1000 yards of an old level. It was then stated, that another Mine Law Court order, dated August, 1775, was in existence; and a copy was handed in. Mr. Mushet stated, that he was informed by Mr. Edmund Probyn, that this order was never considered valid, it having been signed by only forty-seven miners, a company at Ross having bribed the forty eighth freeminer to get out of the way.

The meeting then adjourned till Thursday.

Thursday, Oct. 4.—The three Commissioners—Mr. Buddle, Mr. Sopwith, and Mr. Probyn, sat at the Angel Inn, Coleford. The case appointed for hearing, was that of Mr. John Harris against Mr. James Bennett. The proceedings commenced by the reading of the complaint, in writing, which was voluminous, and consisted of the history of a series of transactions, extending over a period of three years, of so complicated a nature, that we despair of giving our readers any precise idea of their nature. Suffice it to say briefly, that Mr. John Harris having made several applications for gales of works, situate in Serridge Green, had commenced working upon them, in which he was met by the opposition of Mr. James Bennett, who sunk rival pits. The Court of Exchequer interfered between the belligerent parties, and both were obliged to desist from working, and to give an undertaking to that effect, which Mr. Harris punctually executed, but charged Mr. Bennett with violating, under the pretext of working other and previously established gales. Mr. Harris stated his expenditure at 3000*l.*, and he prayed the Commissioners, under the 55th section of the Act, to stop Mr. Bennett's works, until the making of the award. Mr. Fryer, the complainant's attorney, then recapitulated the facts, in a long address, and called Mr. Machen and a variety of witnesses, to prove those facts. Mr. Whatley attended for Mr. James Bennett, to watch the proceedings, but did not enter on the defence. The proceedings created the greatest interest amongst a large auditory, consisting of the majority of the coal proprietors in the neighbourhood. Some sensation was excited, by Mr. Buddle's remarking, on its being objected that a workman had deviated from his line, to get into a better vein of coal, that such a proceeding was a mark of good collierships; from which the audience seemed to deduce the inference, that the Commissioners in their decisions would not be bound by the former customs of the Forest, but would sanction any operations, which had in view the evading of such customs. The further hearing of the case was adjourned till Monday, at the Speech House.

Mr. Whatley then appeared on behalf of a freeminer named John Griffiths. This man was in possession of an old gale, inherited from his father, in which, neither he nor any one else, had done a stroke of work for thirty-five years, although the gale rent of a guinea a-year had been regularly paid up. He complained of George Reed, and others, for commencing works within 800 yards of the head of this old level. The defendant's case was stated by Mr. Clarke, who briefly showed that the defendants were freeminers, who had purchased an old level, and made applications for pits on the site, which they had been working for two years without any interruption. They contended that the gale of John Griffiths was, owing to its having been so long unworked, not entitled to protection against other freeminers; the more particularly, as it appeared that Griffiths' alleged level had already been worked near 3000 yards from its mouth. The Commissioners did not pronounce any adjudication.

AVERY'S ROTATORY STEAM-ENGINE.

Of this steam-engine, for which a patent has been taken out in this country, we have formerly spoken. "It is," says Mr. Hugo Reid, in his recent "Treatise on the Steam-Engine," "an extremely simple piece of machinery. Perhaps no engine can be simpler in construction. * * "If," continues Mr. Reid, "it be found available, it will be extremely valuable, from the cheapness of its first construction, and the simplicity of its operation, so that there will be little expense for repairs." In a former Number we mentioned that Mr. Hepburn, farmer, Whittingham, East Lothian, had lately introduced one of these rotatory steam-engines for thrashing, and we have now the authority of Mr. Ruthven, the engineer, that it "has proved itself admirably adapted for the work." "Another," says Mr. Ruthven, in a letter addressed to the editor of the *Scotsman*—"another will be at work in a few days at Mr. Morton's paper-mill, near Ayton. One for sawing wood and thrashing; one for spinning; one for a coal mine, and others for various purposes, are nearly ready to be put up." Mr. Ruthven continues—

"As I cannot expect you to spare room for a detailed account of this patent rotatory engine, I shall only mention that the one in my shop is at present working two planing machines; two boring apparatus; six turning lathes; one of them boring cast-steel bores four and five feet long, the aperture being about one inch diameter; two grindstones; a pump drawing water twenty feet from the surface, and forcing it into the boiler; and a *tilt hammer* giving upwards of forty strokes per minute; besides these, a blowing machine is preparing to be added; and this is done at an expense of from 12s. to 15s. per week for coals; working sometimes eighteen hours out of the twenty-four without stopping."

It is thus clear that the introduction of Avery's (an American) rotatory steam-engine into this country, promises to be reckoned among our greatest improvements. The spirited patentee (Mr. Craig, of Carlton-street) is entitled to the thanks of his countrymen for having brought such an improvement within their reach.—*Edinburgh Chronicle.*

Failure of the Expedition to the North-west of Australia.—Letters have been received by the Council of the Royal Geographical Society from Messrs. Grey and Lushington, who sailed from the Cape in October last with the design of penetrating from the North-west coast of New Holland into the interior. The letters, which are dated Cape Town, June 30, simply announces the fact of the failure of the expedition, and of the parties intending to sail as soon as they could procure a passage homewards. It appears that the adventurers met with decided hostility on the part of the natives, almost from their landing. The most curious circumstance mentioned by Mr. Grey is the discovery of numerous troglodytal paintings, presumed to be the work of the aborigines, which display considerable talent.

In a Coal Mine, near Charleroi, at the depth of 1100 feet, a fossil palm tree, the trunk of which is thirty-six inches in diameter, has lately been found in a vertical position, with its roots fixed in the sub-stratum. It is about to be transferred to the Cabinet of Natural History at Brussels.—*Glamorganshire Gazette.*

Mr. Stephenson, the celebrated railroad engineer, has been engaged by the Florence and Leghorn Railroad Company to make the requisite surveys and plans for that line. Two English engineers have already arrived at Florence to commence the preliminary works.—*Galignani.*

PUBLIC COMPANIES.

MEETINGS.

ANTI DRY-ROT COMPANY.—Notice is hereby given, that the ADJOURNED MEETING of the shareholders of this company will take place on Monday, the 22d inst., at Twelve o'clock, pursuant to the subjoined resolution passed at the General Meeting of the shareholders on the 12th of July last:—

Resolved unanimously, That this meeting do adjourn until Monday, the 22d of October, at which time a Dividend of Two Pounds per share will be declared, payable in November next. WILLIAM MORGAN, Sec.

Office, 2, Lime-street-square.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—Notice is hereby given, that in conformity with the deed of settlement, a HALF-YEARLY GENERAL MEETING of the holders of shares of the Consolidated Copper Mines of Cobre will be held at the office of the company, No. 26, Austin-friars, on Tuesday, the 30th instant, at Twelve o'clock precisely.

On that day, one director, George M. Glascott, Esq., and one auditor, Robert Passenger, Esq., will go out of office, agreeably to the deed of settlement, but are immediately re-eligible, and Mr. Glascott is a candidate for re-election.

It is necessary that parties, intending to offer themselves as candidates for the direction and auditorship should leave notice of such their intention with the Secretary, at the office of the company, 26, Austin-friars, at least fourteen clear days before the day of election. WILLIAM LECKIE, Secretary.

26, Austin-friars, October 10.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—There being TWO VACANCIES in the direction of this company, notice is hereby given, that in conformity with the deed of settlement, TWO DIRECTORS will be chosen to fill up the same, at the Half-Yearly General Meeting of the holders of shares, to be held at the office of the company, No. 26, Austin-friars, on Tuesday, the 30th instant, at Twelve o'clock precisely. It is necessary that parties intending to offer themselves as candidates for the direction should leave notice of such their intention with the Secretary, at the office of the company, No. 26, Austin-friars, at least fourteen clear days before the day of election.

26, Austin-friars, October 10. WILLIAM LECKIE, Secretary.

IMPERIAL BRAZILIAN MINING ASSOCIATION.—Notice is hereby given that the HALF-YEARLY GENERAL MEETING of the proprietors of this Association will be held at the London Tavern, on Thursday, the 8th of November next, in pursuance of the bye-law passed at the Special General Meeting of the 6th of February, 1828. The chair will be taken at Two o'clock precisely. GEORGE THOMAS, Sec.

Winchester House, October 16.

KELLEWERRIS MINING COMPANY.—At a Meeting of Shareholders in the above concern, held at Taunton, on the 15th of October inst., it was resolved (in consequence of information received from the mine that certain individuals were endeavouring to obtain fraudulent possession of the Setts and Materials, to the exclusion of the real proprietors), that a SPECIAL GENERAL MEETING of the Shareholders in the above Company be called, to be held at the Three Choughs Inn, in Yeovil, in the county of Somerset, on Thursday, the 25th of October inst., at Two o'clock precisely, to take into consideration the present affairs and future workings of the mine.

R. G. CARPENTER.
(Signed) SAMUEL WRIGHT.
WILLIAM BRAGG.

TRELEIGH CONSOLIDATED MINING ASSOCIATION.—Notice is hereby given, that the ADJOURNED ANNUAL GENERAL MEETING will be held at the office of the company, on Wednesday, the 31st inst., when an election of directors for the ensuing year will take place. Candidates for the directorship are required to give fourteen days notice to the secretary in writing of their intention. By order of the board,

23, Threadneedle-street, Oct. 4. ROWLAND NICHOLSON, Sec.

CALLS.

BRISTOL AND EXETER RAILWAY.—CALL OF FIVE POUNDS PER SHARE—being the Fifth Instalment, and making, with former calls, the sum of Twenty Pounds per share.—The directors of this company, under the provisions of the Act of Incorporation, hereby give notice, that the proprietors of shares are required to pay, on or before the 20th day of October next, at any of the undermentioned banks, the sum of FIVE POUNDS on each of their respective shares:—

London .... Messrs. Glyn, Halifax, Mills, and Co.
Liverpool .. The Bank of Liverpool.
Manchester.. The South Lancashire Bank.
Bristol ..... Messrs. Miles, Harford, and Co.; Messrs. Baillies, Ames, and Co.; Messrs. Stuckey and Co.'s Banking Company, or at either of their branches; the West of England and South Wales District Bank, or either of its branches; the National Provincial Bank of England.
Exeter ..... The West of England and South Wales District Bank, or either of its branches; the Devon and Cornwall Banking Company; Messrs. Cole, Holroyd, and Co.; Messrs. Milford and Co.; Messrs. Sanders, Sons, and Co.

Who have been instructed to charge interest at the rate of Five per Cent. per Annum on all payments made after the said 20th day of October next.

By order of the board of directors,

Office, 30, Broad-street, Bristol, Sept. 25. J. B. BADHAM, Secretary.

EDINBURGH AND GLASGOW RAILWAY.
CALL OF FIVE POUNDS PER SHARE.

Notice is hereby given, that in pursuance of a Resolution of the Board of Directors, the proprietors of shares in this company are hereby required to pay a further Instalment of £5 (making £10 per share paid up), on or before the 6th day of November now next ensuing, to any of the under-mentioned bankers. Interest at £5 per cent per annum will be charged on all such sums as remain unpaid after the day above appointed.

Glasgow—Glasgow Union Banking Company.
Edinburgh—The National Bank, and the Western Bank of Scotland.
Liverpool—The Bank of Liverpool.
Manchester—Messrs. William Jones, Loyd, and Co.
London—Messrs. Glyn and Co.

By order of the directors,

Office, 3, Lower Frederick-street, JOHN LEADBETTER, Chairman.
Glasgow, Oct. 9.

COMBMARTIN and NORTH DEVON LEAD and SILVER MINES.—At a Meeting of the directors of the above mines, held at the King's Arms Hotel, Combmartin, on the 9th inst., it was resolved,—"That in consequence of the improved appearances of the southern part of the mine, a CALL of ONE POUND per share be made, and paid into the West of England and South Wales District Bank, at Barnstaple, on or before the 15th day of November next."

Dated, October 11. WILLIAM NEWTON, Sec.

DIVIDENDS.

SOUTH TOWAN, ROSE ANN, AND WHEAL LYDIA CONSOLIDATED MINES, Cornwall.—A SECOND DIVIDEND, of FIVE SHILLINGS per share, having been declared on the Scrip Quarter of this mine, payable on the 13th November next, Shareholders are requested to state (postage paid) the number of shares held by them respectively, and whether they will receive their dividend at Truro, Wincanton, Manchester, or London.

Truro, Oct. 17. WM. GEO. SHERINGHAM, Secretary.

LONDON ZINC WORKS AND ROLLING MILLS, Wenlock-road, City-road.—These Works being complete in every department, dealers and consumers can be immediately supplied with all customary numbers of first-quality Malleable Sheet Zinc. Any extra size or number rolled to order on giving short notice. The attention of architects and builders is invited to

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PUBLIC COMPANIES.

MEETINGS.

Haytien Mining Company	George and Vulture	Oct. 22	12.
Anti Dry-Rot Company		22	12.
Globe Insurance Society	Office	23	1.
Kellewerris Mining Company	Three Choughs Inn, Yeovil	25	2.
Bolivar Mining Association	Clarendon Rooms, Liverpool	26	1.
Consolidated Copper Mines of Cobre	26, Austin-friars	30	12.
Treleigh Consolidated Mining Assoc.	Office of the Company	31	—.
Gas-Light and Coke Company	Crown and Anchor	Nov. 1	11.
Cheltenham & Great Western Railway	Stroud	2	1.
Australian Agricultural Company	12, King's Arms-yard	6	1.
West Middlesex Water-works	New-road, Marylebone	6	11.
Imperial Brazilian Mining Association	London Tavern	8	3.
British Silver Lead & Copper Company	Clarendon Rooms, Liverpool	14	12.

CALLS.

Midland Counties Railway	10l.	Oct. 20	London & Westminster Bank.
Bristol and Exeter Railway	8l.	20	As former calls.
Midland Counties Railway	7l.	20	As former calls.
London & Southampton Railway	5l.	20	6, Henrietta-street.
East Mulberry Hills Mining Co.	10s.	—	Cunliffe and Co., London.
South Polgooth Tin and Copper	2l.	Nov. 1	Office of the Company.
Birmingham and Derby Railway	10l.	8	Glyn, Halifax, and Co.
Cheltenham and Great Western	7½l.	10	Cripps and Co.
Combmartin & North Devon Mines	1l.	15	W. of Engl. & S. Wales Bank.
London Parcels Delivery Company	5s.	18	Spooner, Attwood, and Co.
Gen. Reversionary & Investment	10l.	28	Drummonds, and Hankeys.
Cambrian Iron and Spelter Co.	2½l.	Dec. 1	London Joint-Stock Bank.

DIVIDENDS.

South Towan, &c. Mines	5s.	Nov.	15.
National Cognac Brandy Distillery	5l. per cent.	King-st., Snow-hill	—.
Argus Life Assurance		39, Throgmorton-st.	—.
Marine Insurance	5 per cent.	27, Cornhill	—.
Llanelly Railway and Dock Company	4 per cent.		
Standard of England Assurance	5 per cent.	Half-yearly.	
City of Dublin Steam	3 per cent.	15, Eden-quay	—.

NOTICE TO CORRESPONDENTS.

PENRITH AND CARLISLE RAILWAY.—A notice of this project will appear in our next. The Paper of "An Engineer," on the Application of High-pressure Steam, will appear in the MINING REVIEW of next week.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, OCTOBER 20, 1838.

Of the various dependencies of Great Britain, there is none which at all times possesses a greater importance than that extensive Empire in the East, which, by a series of events, unparalled in the history of the world, has fallen under the sway of this country. At the present moment, more especially, the political intelligence just received from India is of absorbing interest, and will be the means of directing for some time to come a more than usual degree of public attention to that country.

The spectacle of a population more than fourfold that of the United Kingdom, and separated from us by half the circumnavigation of the globe, kept in subjection by a mere handful of Europeans, although differing in laws, manners, and religion, possessing, in fact, scarcely one sympathy in common, is one so extraordinary and so startling, that although long familiarised with it, our attention must still be arrested by the contemplation, whenever, as at the present time, it is forced upon us by circumstances of an unusual nature. That public attention should be thus occasionally directed to India with more than ordinary interest, is perhaps a fortunate circumstance for both countries, and, untoward as are the events of which we have just received intelligence, the feeling excited here may in the end prove beneficial, by stimulating the accomplishment of some of those great, but hitherto neglected, objects on which our mutual welfare depends.

It happens, by a singular coincidence, that two of these objects—Steam Communication with India, and the interior Navigation of her great rivers by the same power—have just been brought prominently under public notice, and probably by no other means can that country be so closely united with us, both by sympathy of feeling, and community of interests, as by effecting these important projects.

As regards the first of them—Steam Navigation to India—but one opinion can, we believe, be entertained of the desireableness of the object, and of the great advantages which would result from its accomplishment. To practically remove one-half of the vast distance intervening between England and her Indian territories—to facilitate all commercial transactions between the two countries—to bring the higher classes of the natives within the sphere of English civilisation and refinement, by more frequent habits of intercourse with us—are advantages so great and so prominent, that it is somewhat difficult to account for the neglect which has hitherto been shown to them. On one point, indeed, there appears to be a doubt in well-informed quarters—whether the actual revenue arising from Steam Communication with India would be sufficient to repay the heavy expenses of accomplishing that object in the first instance, and also the further and no less heavy cost of afterwards keeping up a regular communication. In minor, and individual enterprises, an objection of this kind, if well founded, would at once be fatal; in the present case, where national interests are concerned, and political considerations of the highest class are involved, it is futile in the extreme, as any actual loss which could be occasioned, would be trivial indeed compared to the advantages which might fairly be calculated upon.

It would, however, be premature, to admit a view of the subject which has been much controverted—for while on the one hand a considerable annual loss has been estimated upon the establishment of Steam Communication with India, the friends of that project have made calculations which show an almost equal amount of profit upon the transaction. Without, then, attempting to decide between two statements so contradictory, we would briefly remark that, both in a political and commercial point of view, a regular and expeditious mode of communication with India, would be cheaply purchased at any price, while in all calculations on the subject an ample allowance should be made for the vast increase of intercourse which would inevitably result from improved and regular modes of communication—an increase, in all probability, so great as to render calculations on the subject little more than mere approximation. The late public meeting on this subject, and the proceedings arising out of it, will however have the effect of bringing in contact the friends and opponents of the measure, and producing that discussion of the question which must ultimately elicit the truth.

The establishment of Steam Navigation upon the great rivers of India, which was alluded to in our last Number as having been taken up by many influential merchants, both of London and Liverpool, is a design of great magnitude and importance, and calculated to be of immense benefit to Indian commerce, while, if conducted with caution and prudence, remunerative results can hardly fail to follow. In the present improved state of Steam Navigation, the rivers of a country form the great natural highways for the conveyance of its produce and the intercourse of its inhabitants. Tides and currents, before opposing the most formidable difficulties, are now overcome with ease; and the vast progress and important effects of Steam Navigation, as exemplified in the rivers of Europe and the United States, prove that it admits of certain and easy application in every quarter of the globe where capital and enterprise exist for carrying the experiment into effect. The benefits arising from the establishment of Steam Navigation on such of the great rivers of India as may be best adapted for it, would, in all probability, be incalculable: free intercourse between the population of distant tracts would be established—existing branches of trade would be improved, and new ones spring up in proportion as the interchange of the bulky produce of the soil was rendered more practicable and more certain.

It is, we believe, chiefly by means like those which have now been touched upon that the possession—the long-continued and beneficial possession—of India by this country can be for any length of time retained; nor can we even acquire either the physical or moral power which is essential for the government of that vast empire, otherwise than by introducing those great social improvements which have of late years produced such important effects in our own country. Although not sufficiently appreciated by Government, these objects are held in their proper estimation by the enlightened inhabitants of both countries, and the means of execution is well known to be within the reach of private enterprise, which we are glad to see is now forcibly directed to their accomplishment. In the execution of these designs great advantages will, of course, be derived from the ample experience which has been already acquired in similar undertakings; and while we feel convinced of the immense benefits, both political and commercial, which would result, we have little doubt that, with due prudence and caution, they may be so accomplished as amply to remunerate the enterprising individuals who embark their capital in them.

The arrival of the packet *Star*, from Mexico, after a quick and favourable passage, has brought intelligence from the Mines of that country to a comparatively recent date, and the most important particulars received will be found in our columns of today, although some of the minor details will necessarily stand over till next week. We observe, with pleasure, that the intelligence is on the whole of a cheering nature, discoveries having recently been made in some of the mines, which may lead to a considerable improvement in their returns. That the dearly-bought reward of unexampled outlay and perseverance should be exposed to the injury which must eventually result from the French blockade, should it be much longer continued, must be a subject of much annoyance to all who are interested in these mines, and we hope that remonstrances will continue to be urged upon our Government to interpose in some manner for the protection of its subjects. There is probably no mode in which the dispute would be sooner or more amicably adjusted than through the mediation of the British Government; and in an affair attended with so much expense and trouble, and so unlikely to be productive of ulterior advantage (unless, indeed, through schemes so far-fetched and remote as to be almost impracticable), the French Government would probably be glad to embrace the means of honourable retreat.

THE FUNDS

CITY, FRIDAY EVENING.

Consols closed at 93¾ ⅜ money, and 93¼ 94 for the account. Three per Cent. Red. Ann. 93 ¼. The Three-and-a-Half per Cent. Red. Ann. 100⅜ ⅝, and the New Three-and-a-Half Ann. 101¾ ⅞ money. Bank Stock 204¼ money; and India Stock 261½ for account. Premium upon Exchequer Bills 63 65. India Bonds 63 65 pm.

Portuguese Old Five per Cents 73; New Five per Cents 32½ ¾; and the Three per Cents ditto 20¾ 21. Spanish Bonds, with the May Coupons, 17¾ ⅝; and those with dividends from May, 1838, 15½. Brazilian Bonds 78½ 79; and Mexican Six per Cents 22½. Dutch Two-and-a-Half per Cents 54; Old Five per Cents 100½; and the Five per Cent. New Loan 98¾ ⅞.

Great Western Railway Shares 13½ 14 pm.; Greenwich 3 dis.; Southampton New Shares 21¾ pm.; Croydon 3 dis.; and the New ditto Shares 2 ¼ pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 93⅞ 4; Exchequer Bills, 63 65 premium; East India Bonds, 63 65 premium; Dutch Five per Cents., 100⅜ ⅝; Ditto Two-and-a-Half per Cents., 53¾ 4; Portuguese Five per Cents. 32½; Ditto Three per Cents. 20¾ 1¼.—Railways:—Brighton, 2 1⅞ dis.; Great Western, 13 14 premium; London and Birmingham, 83 85 premium, New, 2½ 5½ premium; Southampton, 40½ 47 per share; New, 2 ½ 22 prem.; York and North Midland, 1 dis. to par.

LONDON, OCT. 19.—There is no alteration in metals this week, except that spelter continues on the advance, both here and abroad.

SWANSEA, OCT. 17.—Average standard, 97l. 16s. 0d.—Average produce, 17⅞—Copper, 368 tons 2 cwt. 0 qr.

REDRUTH, OCT. 18.—Average standard, 109l. 10s. 0d.—Average produce, 8⅝.—Average price, 6l. 8s. 6d.—Quantity of ore, 1854.—Quantity of fine copper, 154 tons 9 cwt.—Amount of money, 11,812l. 9s. 0d.—Average standard of last sale, 110l. 3s.—Produce, 8⅜.

BIRMINGHAM SHARE MARKET.—The following are the only quotations which it is necessary to make this week:—Birmingham Banking Company, 20l. 7s. 6d.; Dudley and West Bromwich Bank, 11l.; Coventry Union Bank, 6l. 7s.; London and Birmingham Railway, 172l.; ditto, quarter shares, 29l. 15s.; Grand Junction, 191l.; ditto, new shares, 54l.; Birmingham and Gloucester, 17l. 10s.; London and Southampton, 46l. 10s.; ditto, new shares, 36l. 10s.; Old Birmingham Canal, 221l.; Grand Junction, 191l.; Worcester and Birmingham, 72l.; Warwick and Birmingham, 282l.—*Midland Counties Herald.*

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM JULY 24 TO OCT. 16, INCLUSIVE:—

LIABILITIES.		ASSETS.	
Circulation	£19,359,000	Securities	£22,015,000
Deposits	9,327,000	Bullion	9,437,000
	£28,686,000		£31,452,000

THE IRON TRADE.—At the meeting of the iron masters on Thursday last, it was determined not to advance the price of iron any further at present. The demand continues good; and there was but little disposition on the part of the iron masters at the meeting to accept additional orders.—*Midland Counties Herald.*

MINING CORRESPONDENCE.

ENGLISH MINES.

ST. HILARY MINING COMPANY.

Oct. 11.—I beg to send you this day's ticketting paper, by which you will observe that our sixty-two tons of ore were sold at 4*l.* 12*s.* 6*d.* per ton, and seventy ditto ditto at 4*l.* 2*s.* 6.

Oct. 13.—The lode in the engine-shaft is two feet wide, producing two-thirds of a ton of ore per fathom. In the seventy fathom level west of engine-shaft the lode is ten inches wide, producing half a ton of ore per fathom. In the seventy fathom level east the lode is one foot wide, producing good stones of ore. In the sixty fathom level east the lode is twenty inches wide, producing good stones of ore. In the winze, in bottom of the sixty fathom level east, the lode is one foot wide, producing good ore. In the rise, in back of fifty fathom level, the lode is six inches wide, producing good ore. The pitches are looking well. The rise, in back of sixty fathom level, is communicated to the winze in bottom of fifty fathom level. I think the mine has a little improved. C. H. RICHARDS.

GWINEAR MINING COMPANY.

Oct. 13.—In the thirty fathom level east the ground is good, with some stones of tin. In the rise, in back of the said level, the lode is one foot wide, with a little tin. In the winze and stopes, in back of the ten fathom level, the lode is six inches wide, with some good tin. In the twenty fathom level east the ground is hard, with some stones of tin. In the twenty fathom level, on copper lode, no alteration. C. H. RICHARDS.

TAMAR SILVER LEAD MINING COMPANY.

Oct. 15.—The men that we employed sinking the winze from the 125 to the 135 fathom level, are now put to cut plat at the 135 fathom level, preparatory to sinking the engine-shaft. In the 135 fathom level south the lode is about a foot big, producing orey work. In the 105 fathom level going south the lode is split into several branches, and each branch producing silver lead ores. Driving south, at the ninety-five fathom level, the lode is much disordered, but orey: and driving south at the eighty-five and seventy-five fathom levels, the lode continues of the same size, and to produce very good work, as last reported. Monday next will be our sampling day, and we shall sample upwards of fifty tons of silver lead ores. M. JAMES.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, Oct. 15.—Johnson's flat-rod engine-shaft is sunk ten feet below the sixty fathom level—ground favourable. In driving north, at the sixty fathom level, the lode of late has very much improved, being now about eight inches big—rich for silver lead ores. Going south there is no alteration since my last. East, on Johnson's lode, at this level, the ground at present is rather difficult for breaking, which renders our progress slow; lode from ten to twelve inches wide, showing a little tin. At the fifty fathom level north we have driven east about nine feet, and have intersected the lode, which is from six to eight inches in width, producing some good work for silver lead ores. In the north end, at the forty fathom level, the lode is about one foot in width, yielding a little lead. In the rise, in the back of this level, south of the engine shaft, the lode is much the same as hitherto reported, showing a little lead. In the north mine, at the twenty fathom level, we have driven east about four fathoms three feet; the ground continues favourable; lode about eight inches wide, composed chiefly of peach, mundic, and jack. The tribute department is looking as favourable as can be expected. Men working on steadily. We calculate upon sampling on Thursday, the 18th inst., about thirty-seven (21 cwts.) tons of silver lead ores. The two parcels of silver lead ores, sampled the 19th ult., were sold the 10th inst., as follows:—George Bartley, Esq., No. 1, 15 tons 1 cwt. 1 qr., at 15*l.* 12*s.* 6*d.* per 21 cwt. dry weight. B. Somers, Esq., No. 2, 20 tons 9 cwt. 2 qrs., at 3*l.* 17*s.* per 21 cwt. dry weight.
SAMUEL HARPUR.

EAST WHEAL STRAWBERRY MINING COMPANY.

Oct. 15.—In reporting to you to-day, I beg to inform you that the new engine-shaft men, during the principal part of the week, have been occupied in dividing and casing down the shaft, as well as bringing down the footway after them, consequently but little ground has been sunk since. At the twenty four fathom cross-cut, agreeable to our expectation, the men have intersected an elvan course, which we went through at the cross-cut above, driving out to the same shaft, and found it to be about four fathoms through. In this neighbourhood elvan courses have been found very congenial to lodes, and from the bearing of this elvan course, I do not think it will require a very great depth for its intersection. The men who were driving west, at this level, have been in the past week engaged in cross-cutting north from the present end, in order to prove the ground to the north of the south lode, but have not yet found any thing worthy of notice. At the thirty-five fathom level west we are now driving north in the same direction, and have cut in north about eight feet, and find a mixture of peach and killas, partaking of the nature of a lode, in rather a disordered state, which is at present rather poor; and perhaps it may be thought necessary, in order to give this ground a fair trial, to cross-cut further east, as we have uniformly had in the levels above two distinct lodes, which have not been so discoverable to us in this level. The lode in the eastern end continues much the same as when last reported. At Boundary, in the eleven fathom level, west end, the lode is still very large and productive; some of the samples taken have proved very rich. At the twenty-three fathom level I see little or no variation in the lode. FRANCIS EVANS.

TINCROFT MINING COMPANY.

Oct. 10.—I beg to hand you my weekly report, and would remark, in the first place, that we have commenced driving east and west at the 142 fathom level, where we have a promising lode for tin, which is very likely to continue. We have suspended stoping the side of the shaft till these ends shall have been driven a few fathoms from the shaft. The 132 and 120 east and west continue much the same as last reported. The 110 end has very much improved for copper ore since my last. I may now venture to say that the end is worth 80*l.* per fathom. The stopes in the back of this level, and the winze sinking down on it are producing good work for tin and copper ore. The stopes and pitches in the back of the 100 continue to look well. The ninety end having now passed through the cross course, is assuming more of the appearance of the level above, and is producing saving work for tin, with some copper ore. The eighty-one end has still a good appearance for copper, with some tin. You will perceive by the setting report that we have set the bottom of the eighty-one fathom level, at 2*s.* 6*d.* tribute, and a fair wages place in sight. We are raising good work for tin from the seventy-two end at 5*s.* tribute and 20*s.* per fathom for driving the end. You will perceive by the setting report that our pitches are set on very nearly the same terms as last; their appearances being much the same as usual. Not to particularise further on the different places working, I am glad to say that on the whole our prospects are good.—P.S. We shall sample about thirteen tons of tin on Friday next, and shall sell from three to four tons private contract.
WILLIAM PAUL.

BRITISH TIN MINING COMPANY.

Oct. 15.—In Trelaver adit end the lode is still very small, and the ground much harder—let one fathom at 7*l.* 7*s.*; we have a pitch let to four men at 13*s.* 4*d.* in the 1*l.*, and at present the men are getting wages. J. BRAY.

HOLMBUSH MINING COMPANY.

Oct. 15.—In driving the cross-cut north, at the 100 fathom level, we find the ground of a more favourable description than anticipated, and hope to make good progress towards the lode. The lode in the eighty fathom level west is about ten inches wide, worth about 12*l.* per fathom. Driving south on this level, east of engine-shaft, we see no alteration worthy of remark. The lode in the stopes, at the back of this level, is at present poor, and about two feet big; its composition chiefly of mundic and spar. The lode in the end of the seventy fathom level west is much improved since my last; worth at present about 25*l.* per fathom. The lode in the stopes, at the back of this level, is two feet wide; worth from two to three tons per fathom. Driving west, at the seventy fathom level on Flap-jack lode, we find this lode about two feet wide, with indications highly congenial for copper ore. The lode in the sixty-two fathom level west has somewhat improved; worth about three tons per fathom. The lode in the fifty-two fathom level west is about twenty inches in width; worth from three to four tons per fathom. The lode in the winze, sinking below this level, is sixteen inches wide; worth from two to three tons per fathom. In driving south-west at the forty fathom level, the lode is about sixteen inches wide, worth one and a half tons per fathom; with respect to our tribute department, I can with satisfaction say we are looking well. F. PHILLIPS.

UNITED HILLS MINING COMPANY.

Oct 16.—In the twenty-five fathom level the lode is about two feet wide, producing good stones of ore. The pitches continue much the same as last week. In the thirty-five fathom level, the lode in the end is about one foot wide, producing a little ore. The stopes continue a very good and a large lode. In the mid level, the lode in the end continues large, but without much mineral. The stope, in back of said level, is very good for ore, and lode four feet wide. The lode in the ten fathom level is four feet wide, but coarse in quality. No particular alteration in the pitches. No ground has been driven in the twenty fathom level end for the past week, the men being employed clearing stuff. Very little alteration in the pitches. In the twenty-seven fathom level the lode is two and a half feet wide, but poor for ore. In driving in the thirty fathom level, on the south side of the lode, I have not taken down any further work. The pitches generally are looking well, and producing good ore. The lode in the thirty-six fathom level is about three feet wide—two feet of which very good ore. In the eastern end there is no alteration in the western level since last reported. The lode in the eastern end of the forty fathom level is four feet wide—three feet of which very good for ore. The lode is about the same size west, but not so good for ore. C. PENROSE.

ENGLISH MINING COMPANY.

Great St. George, Oct. 16.—The ground in the south engine-shaft is become much harder, and the men have therefore not sunk more than three feet. The ground in the eighty fathom level west of the flat-rod shaft is changed for the worse, as well as the lode, which is now not more than two feet wide, containing only two tons of low-priced ore per fathom. East, at the same depth, the lode has been lately cut through, and is found to contain spar, mundic, and ore of the latter, about one ton per fathom. In the winze, sinking from the seventy west of the shaft, the lode is eighteen inches big, of ore, mundic, spar, &c.—but of the former not more than two tons per fathom can at present be broken. Although the appearances at the forty fathom level west of Burton's shaft are still promising, the lode being still of a good size, nothing new can be reported. Twenty inches is the width of the lode at the thirty west of Burton's, and of this about one-third is ore of an inferior quality, worth probably 6*l.* per fathom. Callaway's lode east, at the thirty fathom engine-shaft, is nine inches wide, looks remarkably well, and will yield three tons of ore per fathom; a considerable proportion of this, however, is extracted from the branches which accompany the main lode. The same lode west is disordered, but not without ore; some very good stones have been broken within the last day or two; it has a much more branch-like appearance at present than it has had before. The winze, at bottom of the twenty fathom level, is sinking through a lode ten inches big, of jack, capel, ore, and spar, and though poor, the indications are decidedly good. The quantity of ore in the winze, at the twenty fathom level west of Burton's, is very trifling, the lode being composed chiefly of spar, mundic, and capel. The western end at this level is passing through a lode fifteen inches wide, of spar, capel, mundic, and spots of ore. At the same level east of Campbell's, the lode is from one and a half to two feet wide, but not so promising; the ground is much harder, and although two or three tons of ore have been broken the lode is unproductive. At the thirty east of Campbell's, somewhat improved, ground easier, and appearance of the lode better. The tributers as usual. The ground in Bourdillon's engine shaft, at Wheal Prudence, continues favourable. At the fourteen fathom level west of this shaft the lode is yielding some very good stones of ore, but east end poor. In the rise towards Bourdillon's shaft, at the forty-two fathom level, the ground is in good condition; but in the cross-cut, at the sixty-two, still hard. The winze, between the fifty-two and sixty-two fathom levels, both in the rise and sink, is yet very hard; it is not, however, without a fair proportion of ore. In the sink we have been short three men since the setting, otherwise we should have completed it by the end of the month.
H. HUMPHRIES.

CORNUBIAN MINE.

Oct. 15.—We set our engine-shaft on Saturday last, to sink below the forty fathom level, about two fathoms, for bearers, cisterns, &c. We are driving the sixteen fathom level, at the western part of the mine, towards the winze that we sunk below the eight fathom level, but we have no lead in this level as yet—I expect that we shall soon. We are likewise driving the sixteen fathom level towards the western shaft, which I expect to hole before next setting-day. We are looking well at the twenty-four fathom level west of old engine-shaft; I expect we shall raise several tons of lead there this month. At the twenty-four fathom level east, on Chiverton lode, we have a good lode; this lead is further east than any we discovered before on this lode—it appears to be a new run of lead. The same level, on the west caunter, is poor. The thirty-two fathom level west is looking kindly—very wet and troublesome for the present. The same level east, the ground is a great deal harder than usual, and the lode is poor. We are now sending off the two parcels of lead for Tamar—No. 1, 21 tons 15 cwt. 2qrs.; No. 2, 7 tons 10 cwt. 2 qrs., and we shall be able to sample twenty tons more in a few days.
J. BORLASE.

WEST WHEAL JEWEL MINING ASSOCIATION.

Oct. 15.—At Buckingham's engine-shaft we have been cutting the plat, which we hope to complete in three or four days. On Cornish's lode there is a good branch of ore about four inches wide, on the back, bottom, and end going east. In Wilkinson's engine-shaft the ground continues to improve; lode about eighteen inches wide, composed of gossan, spar, &c., spotted with grey, black, and yellow ore. On Wednesday next we shall sample about 59 tons of copper ore, about eighteen tons of which from the south branch will make a produce of about 11 per cent. M. WILLIAMS.

FOREIGN MINES.

ANGLO-MEXICAN MINING COMPANY.

Guanaxuato, August 17.—*San Lorenzo.*—We have now six herramientas employed on the cuerpo en medio—four in the pozo below the level of San Juan (now called Esperanza), and two in the frente of San Juan; they have extracted about sixty cargas of ore weekly. Its ley is not yet correctly ascertained, but we suppose it to be worth six or seven marcs per monton for silver, with a very superior ley of gold. The prospects of this cuerpo are certainly sanguine—it is wide, its matrix good and well defined, and as far we have been able to examine the former mine (which appears to be entirely on the cuerpo alto), the cuerpo medio and bajo are quite entire, which has caused a deal of surprise among the Mexican miners, why it should have been left in such a state, but they all quite agree it is the fact. On the cuerpo alto we have made a communication and roadway down to the level of San Juan; there are several pillars remaining that contain good ores, which we intend to reserve for future necessities; the buscones are anxious to get at them, but we are sufficiently acquainted with the result of their produce in working mines. We have commenced to clear and repair the pozo, now called the plan of La Cruz, from the canon of San Juan downward; it is now cleared about eight varas, and the cuerpo appears to be entire in each side of this pozo or plan, and contains tolerably good ores.

Asuncion.—There is in reality but little to be reported respecting this mine; we have been greatly harassed from the want of adimadoras, to get the communications from the mine to the shaft; it is now completed, and there are four barreteros employed in the labor of San Pedro, selecting the ores that have fallen in these workings. The cuerpo bajo appears to be the principal cuerpo that was formerly worked in this mine, but in the labor of San Pedro the cuerpo en medio and the cuerpo bajo are joined together. This cuerpo (bajo) is well defined, about five varas wide, apparently in ores of seven or eight marcs per monton; however, I must beg to be cautious in this report, because the mine is so ample, and on such a grand scale, that it is not to be summed up in a few words. It is a large vein, and the cuerpos are so well defined that there is a grand field for future speculation, which I did not expect to meet with. I am somewhat taken by surprise with the bald workings of this mine, and hope that my sanguine views may be verified in a very short time.

ZACATECAS MINING COMPANY.

Plateros, August 4.—In the department of Leona the only discovery work followed up was the end to the north, on the vein of Cruces. The lode varies from four fingers to one-third of a vara, but it appears to widen under foot—the little ore raised is of a very good quality. During the month we drove 3.065 varas, and broke five and a half cargas of ores. The expenses were $226 7 1. It is to be regretted that the extreme hardness of the lode and walls does not permit us to make greater progress. Since we stopped the drainage the water has risen only three varas.

Valenciana.—During the month we had only three tutworks going on, viz., the sinking of San Cayetano shaft, the pozo de guia in Valenciana, and the second cross-cut in the shaft of the same. We sunk San Cayetano shaft three varas—it is now fifty and a half varas deep. In the last week we cut a small branch vein four fingers wide, consisting of iron pyrites, but as yet we see no vestiges of the Meona lode, nor was it to be expected. The water is very quick, which is the cause of the little progress made in the sinking. In the discovery winze the lode continues in barra, and watery—which last, however, does not prevent the work going on. In the last fortnight four and a half varas were sunk, so that in all it is nine and one-third varas deep. At one and a half vara above the sump of Valenciana shaft we commenced a cross-cut with the object of draining the winzes; although we have not yet actually cut the lode, the purpose has been partially effected. We began the cross-cut with paradas de obra, and only made it a tutwork the last week of the month; it is already advanced about four and three-quarters varas from the north wall of the shaft, and we may expect almost immediately to cut the lode. According to the underlie from the surface to the forty vara level, we ought to have cut it in the shaft at the present depth, but from the above mentioned level the lode seems to go down nearly perpendicular; when we get to the footwall we may expect to have all the winzes dry—up to the present time the water has fallen one and a half vara. In five winzes we had barreteros employed in breaking ores by the carga; the water did not permit us to deepen them much, and the ventilation being bad, I ordered all the winzes to be communicated one with another by ends driven east and west, leaving sufficient pillars in the floor of the forty vara level. The extraction of ores was 300 cargas 11 arrobas in the last three weeks of the month; having employed in the second week five paradas, in the third ditto seventeen, and in the fourth ditto fourteen. When the winzes are drained we may reckon on a more considerable raising, although up to the present time the vein of ores is not so constant as we might wish. The body of the lode is wide, but the bands of ore do not exceed one-third of a vara, and even these are sometimes interrupted. In respect to surface works, the expenditure has not been considerable. The two malacates of San Cayetano are covered in, the stables are finished, and there remains little or nothing to be done in the new house.

Teresa.—Have kept some barreteros at work, breaking ores by the carga, in the same point we commenced in June, and raised during the month 335 cargas. In Trinidad nothing has been done. In the present month the following works are proposed:—In *Leona.*—To continue the end driving on Cruces vein, and that called Socorro to the west; on that of Leona, to recommence the drainage, and continue it till we see the bottom of the winzes I mentioned in my last, this will be an easy matter. *Valenciana.*—To proceed with the sinking of San Cayetano shaft; cut the lode in the second cross-cut of Valenciana; continue breaking ores by the cargs in the winzes as far as the water will permit us, and put up a fourth malacate on the Tiro of Valenciana. In *Santa Teresa.*—I propose driving the winze of San Fernando with four barreteros as an amparo, the work being useful, and intended hereafter to serve as the principal footway of the mine.

UNITED MEXICAN MINING ASSOCIATION.

Report on the state of the workings of the mine of Rayas.

August 16.—Of the four weeks that have elapsed since the last report, two contained five work days each.

La Purisima.—*Santa Victoria.*—The pit and front of San Rafael are in so poor a state, that little work is done in them. The pit of Santa Lucia has been communicated with the front of Concordia. The front to the south-east of Santa Lucia advanced on common ores, until it was communicated with the pit of Apostoles. This pit contains a very small quantity of ore in narrow threads, and the front to the south east has reached the pit of Santa Margarita, in which a small portion of ore against the upper part of the working is found, inclining towards the south-east, upon which a front has been opened. In the front of San Lazaro, and the roof of Apostoles, a fair sprinkling of ore of good quality is met with.

San Hermion.—In the front to the north-west of Varones, the band of ore is at present very narrow, extending from the roof to about the centre of the working; a pit has been commenced on ordinary ores. The produce from the contra cielo fell off very much in the original direction of the working, but ores of a very rich quality, although by no means abundant, are being followed up in a front to the south-east. The first, or lower front to the south-east, has been producing rich classes in small quantity, and the advanced point continues to yield a fair produce; the best ores are however in the roof, and in this direction they are being followed. Nothing particular is observed in the cross-cut of Pilar. In the old pit of San Matias, to the north-west of Varones, a small body of ore of good quality has been cut through, which appears to correspond with that of Varones. From the old pit of Santa Irene, some small quantity of superior ore is being extracted from a front to the west; and rich threads are likewise met with in the roof of the old front of Dolores. Forty-eight pair of barmen are employed in La Purisima by day and thirty-five by night. The weekly produce of ore in the rough state has averaged 1270 cargas, which, when picked, have yielded 144 cargas of azogues, of about fourteen marcs per monton in the patio, and two marcs plata de ley in the arrastres—sixty-five cargas tierras de mortero, and 210 cargas tierras de labor, together of about six marcs per monton in the patio, and one marc plata de ley in the arrastres.

San Cayetano.—The fourth pit of Jesus contains a small quantity of common ore. The pit of San Feliciano contains a fair quantity of ore in the body, against the upper part of the working, and its quality is rather more favourable; the produce from the lower body has decreased. A front to the south-east is being driven on fair ores. Twelve pair of barmen are employed by day, and as many by night.

San Pio.—In following up the ores in the communication with Los Reyes, some bunches and bands of a superior quality have been thrown down, more particularly from the upper part of Los Reyes. Among the rubbish, of which the old working is full, some good ore is found. Little work has been done on the north-west side of San Pio—the ores are very scarce. Four pair of barmen have been employed in San Pio by day, and an equal number by night. The weekly produce of ore in the rough state from San Cayetano and San Pio, has averaged 650 cargas, which, when picked, have yielded thirty-six cargas of azogues, and twenty cargas of tierras de mortero, together of about six marcs per monton in the patio, and one marc plata de ley in the arrastres.

San Juan Bautista.—This is a front to the north-west, and being driven as a work of investigation, in the middle body of the lode, about 120 varas from the divisorial line with Mellado; three varas have been driven since the commencement of the working, and two small bunches of ore have been met with.

San Miguel.—The cross-cut is suspended for the present. The produce from San Francisco has improved, and the working has been carried on in a contra cielo, and front to the north-west. Nothing worthy of particular notice has occurred whilst following up the old workings. One hundred and twenty-six cargas of azogues and tierras have been sent to the hacienda of Barrera. There have been four sales of ores extracted by the buscones, amounting in all to $17,064 3, of which one half, $8,532 1 4, belongs to the mine.

Ores sent to the haciendas.

Barrera	cargas 2004	
Dolores	867	2871 cargas.

Ores on hand at the mine.

Picked	cargas 531	
Unpicked	280	811 cargas.

G. R. GLENNIE.

Guanaxuato, August 17.—*Mine of Rayas.*—Since my last dispatch the workings generally of Purisima, San Cayetano, and San Miguel, appear to have maintained the same appearance as during the preceding month, still the produce of ores from them has been smaller; the quantity picked since the 14th ultimo, to the week ending the 11th inst., being only 1920, or 480 cargas weekly, but rather of a better quality than the former extraction. This improvement in quality, added to better sales of ores on joint account with buscones, of which there have been four, yielding the gross amount of $17,064 3 2, gives an average of returns of $400 to $500 weekly, over and above all expenses during the same period, as will be seen by the enclosed statement, No. 2. The quantity of ore producing by the mine, however, not being sufficient to keep the company's haciendas in full work, it is in contemplation, with the consent of the owners, to increase the quantity, by receiving in kind that portion of the ores produced on joint account with the buscones, instead of selling it at the mine, as heretofore, with them. As there are some, though no very important, objections to this alteration, it is, in the first instance, purposed to give it a fair trial, and if unpromising in result, to return to the old custom. In the latter case I purpose to receive ores on maquila, in order to keep the haciendas fully employed, which will in the end be equivalent to a larger produce from Rayas, as respects the returns from the haciendas and the interests of the association in them. In referring the court to the enclosed monthly report on the mine, by Mr. G. R. Glennie, to yesterday's date, I have nothing new to add thereto.

Renewal of the Contract of Rayas.—The arrangement entered into in relation thereto, was communicated to the court by my dispatch of the 18th of June, and accompanied by a copy of the new contract, which I trust will have been received before this, and found to be of a character conducing to allay the anxiety of the directors and proprietors as respects the future. The operation of this new agreement is, I am happy to add, proceeding as satisfactorily as could be expected, considering the deteriorated condition of the mine at the date it bears, as compared with its immediately preceding prosperity, for although the returns from thence have been somewhat small, still they are estimated to have left some profit, which, however small, may be considered as emanating entirely from the association's joint intervention and direction of the mine, which this contract has again secured to it, for it is very obvious that the want of pecuniary means on the part of the Sardaneta family would have had the effect of curtailing operations to such a degree as to have made it very problematical whether the mine could, under such management and cramped expenditure, be made to yield its expenses, far less a profit, unless, indeed, a perminent bonanza came to their assistance, which was neither indicated at the time nor since then.

Remittances.—The country continuing quiet, and expected to continue so for the time required, a conducta is appointed to leave hence on the 4th proximo for Tampico, and by it I purpose to forward a sum not exceeding $30,000 in specie, to be shipped from thence by packet to the court, which you will please to note, for the purposes of insurance.

Zacatecas.—There is nothing whatever of importance or novelty in the affairs of this district worthy of notice here. The pending judicial questions continue in abeyance, waiting the result of the principal one in the supreme court of Mexico; indeed, neither profit or advantage can be possibly gained by agitating any one of them until then.

Statement showing the outlay and returns in respect of the mine of Rayas, from the 29th October, 1836, to the week ending the 28th April, 1838, on expiration of the company's contract in respect of 15½ bars held by the Sardaneta family; and the value of ores on hand:—

Amount of surplus on the 29th October, 1837					$103,349	1 5
Outlay from the 29th October, 1837, to 28th April, 1838	$444,456	0	2			
Returns during the same period	753,236	4	6	$308,780	4	4
Excess of returns				$412,129	6	1
Hacienda of San Matias	$500	0	0			
Silver on hand	4371	0	0	5,171	0	0
Total surplus				$417,300	6	1

Statement showing the outlay and returns in respect of the mine of Rayas (new contract, dated 1st June), from the 28th of April to the week ending the 11th August, 1838; and the value of ores on hand:—

Total amount of outlay from the 28th April to 11th August, 1838	$111,989	4	6			
Ditto returns during the same period	62,515	0	0	49,474	4	6

Value of Ores at Haciendas belonging to the Mine.

Hacienda of Dolores	$14,245	0	0			
Hacienda of Barrera	35,226	0	0			
At the mine of Rayas	6,555	0	0	56,026	0	0
Surplus				6,553	3	2

J. N. SHOLFIELD.

MEXICAN MINING COMPANY.

Report of Mr. Kurtz on the mines, from 14th July, to 14th August.

San Francisco Mines.—The extraction of ores, by the railway constructed in the adit of Soledad, has been going forward, with the English carts, during the last three weeks; and I have every reason to be satisfied with the results thereof. The common, or ordinary ores, as also the vein of pepena (rich ores), still continue in the San Emigdio mine, through the adit of Jesus Maria; in which, also, I am now constructing a railroad, in order to introduce that cheap and expeditious mode of extraction, into that adit also. The crushing, by wet stamping, of the first 1000 cargas of ore, obtained from these mines, has already commenced at Socorro. The result of this operation will decide the true standard of these ores, and the advantages likely to be derived by this new mode of reduction as applicable to ores.

Mine Purisima Concepcion.—In a few days I hope to be able to complete the communication of the adit San Luis, with the shaft of San Rafael.

Soledad Mine.—According to the mining engineer's reports and measurements, the lode in the adit San Miguel ought to be met with in the course of three or four weeks.

Rosario, North.—From the halvans of this mine we continue to supply the stamping-mill at Yavesia; I hope that we shall obtain therefrom tortas of two ounces per quintal. A. F. KURTZ.

Extracts from Mr. Fenochio's Letter to the Directors.

Yavesia, Aug. 15.—We are now crushing, at Socorro, the first 1000 cargas of ore which have been procured from the San Francisco mines; which, as far as we are yet able to judge, promise to turn out well, by concentration. The produce of 270 cargas, thus far crushed, has been, from the pans, 2 marks 5 ounces of auriferous silver, containing 8 ounces of fine gold. The alloy of the silver, by assay, is 7 dineros 7 grains of silver, with 1824 grains of gold, per mark; value, at our present prices, $134 5, from the pans only. The polvillos produced, have been, from the first tank, 12 cargas, at 4½ ounces per quintal. The second tank gave 10 cargas, at 4 ounces per quintal; making, thus, the average produce, equal to 240 quintals, of 4½ ounces per quintal, for 1000 cargas; besides the usual torta of lamas, for patio amalgamation, say 1100 to 1200 quintals. Taking the cost of these ores, from the mines, these 1000 cargas have exceeded one dollar per carga; there cannot, however, be the least doubt, when the arrangements now in progress for the extraction of these ores, especially by means of the railroad and carts, are completed, that the charges will be materially diminished, and come down to the estimate formed of them by Mr. Kurtz, say from 3 to 4 reals per carga—(half their present cost).

A very important feature with reference to the produce to be expected from the ores from the San Emigdio mine (one of those classed under the name of San Francisco mines), from which the 1000 cargas before alluded to have been obtained, is the quantity of gold contained in the rich ore, which, in the twenty-seven quintals of pepena (reported as obtained therefrom in last month's dispatches) which have already been reduced by barrel amalgamation at Santa Ana, and yielded 75½ marcs, contained 126 grains of gold per quintal of ore, equal to forty-five grains per mark of silver. I am not prepared at present to give a correct account of the contents of gold in the common ores, owing to the quantity of copper pyrites which they contain, which renders it doubtful as to the expediency of passing these ores through the pans at all. The subject is at present under consideration, and the result will be imparted to you by my next month's advices. The nine pans destined for this hacienda are in progress of being put up. It must be satisfactory to the directors to learn that we are now able to hold out such cheering prospects; and it affords me much satisfaction to learn from Mr. Kurtz that his opinion of the San Emigdio mine continues to be most favourable. The immense quantity of timber required for the adits and railroads has delayed the attacking of the lode with that energy and activity which might have been expected; but this will soon be finished, and, I trust, by a vigorous working of this mine on ore, that we shall soon be enabled, by positive results, to verify the hopes and expectations which we have so long been led to entertain respecting it. J. M. MAUDE, Sec.

REAL DEL MONTE MINING COMPANY.

Mineral del Monte, August 22.—The estimate of costs and returns for September, 1838, comprising five weeks, show of costs $72,300. Returns, fifty-seven bars, amounting to $70,100. Estimated loss, $2200.

I am glad to inform the court that we continue to sell the mixta bars at 2 per cent. premium, and that the mint continues paying in a satisfactory manner. Don José Noggerath having lately been here, I have consulted with him on the affairs of San Onofre; with respect to visiting the concern and commencing operations for the reduction of the ores, we are both of opinion that it must be left until the violence of the rains have abated, for as there is no house nor other shelter on or near the spot, it would be difficult, if not impossible, to proceed with any surface works now in the middle of the rainy season; some time in the month of October or November would probably be suitable for beginning the work, with respect to which I beg to assure the court, that I shall be anxious to comply with their wishes, and commence operations at the earliest period possible. In the mean time I have instructed Mr. Noggerath to resume the driving on the vein at the point already worked upon, and to examine it at other points at some distance, to ascertain whether we may place a reasonable reliance upon its being productive for any considerable length, and to assure ourselves that the prospects are really such as to warrant any proceedings of importance. When the suitable season arrives, therefore, I hope the works may have advanced to an extent to enable us to decide the measures to be taken much better than we could possibly do at present.

Aug. 21.—A combination of circumstances, a few months since, induced us to take the necessary measures for proceeding to erect the new smelting furnaces, and the blast machinery, at Regla hacienda, in preference to going on with the new arrastres; we have therefore cleared the ground, built the high external walls, made the wheel pit, &c., and are ready to commence the furnaces, and the necessary interior buildings. At the time of resolving to proceed with this work we had more smelting ores than we could reduce by our existing means, from the neighbourhood of Terreros, besides the expectation of a large additional supply from Dolores. Now, however, seeing the falling off in the former, and that our supply of smelting ores from both these points will scarcely more than keep our present furnaces in operation, and seeing that the vein going downwards in Santa Teresa and Terreros still continues of a large size, and produces much ores for the patio, and the probability that this class of ores may be augmented from other points, we are led to conclude, after much consideration, that it will be better at present to defer the execution of the furnaces, and to proceed to the completion of the arrastres; as we have all the machinery here, and most of the materials, such as timber, &c., ready, the expense will be chiefly confined to labour.

BOLANOS MINING COMPANY.

Jeres, August 16.—Our conducta from Bolanos, for Guadalajara, left on the 9th inst., with forty-eight barras. Don Manuel Luna writes me that the roads were very unsafe, and that two of the last conductas which left that place were attacked by the robbers; I do not, however, apprehend any danger for the one we have on the road, particularly as it goes with a good escort, and in charge of a person that has had a great deal of experience. On the day I left Bolanos all the flat-rods in the Santo Tomas level had been connected, and the pumps in the Noria and San Nicolas winzes put to work, so that I hope no hindrance will occur again in the planes of that mine. Soon after my arrival in Zacatecas I will endeavour to write my usual dispatches to the court and manager, in hopes that they may yet reach Tampico in time for the packet.

PERILS OF MINERS.

We have great pleasure in laying before our readers the following graphic description of the almost-miraculous escape of a miner at Botallack mine, St. Just, by our obliging neighbour whose signature it bears:—

Few of us know the many horrid dangers to which our miners are constantly exposed. My blood has often thrilled, even while reciting some of the hair-breadth escapes which have come under my own immediate knowledge.

A few days since, a pair of three men, employed in cutting down the Crown Engine-shaft, of Botallack mine, had prepared two holes to remove a part of the rock. Two of the party, viz., Nicholas Bowen and James Grenfel, the younger, retreated into a level about six fathoms above the stope, and were safe, leaving James Grenfel, the elder, to fire the fuses and follow them. The fuses were ignited, and poor Grenfel had so far retreated as to be able just to step into the level and be secured. The ladder on which he stood at this moment gave way, and he fell about seven feet below the burning fuses. The ladder having fallen into the sump completely cut off his retreat, and nothing but a mangled and miserable death appeared to await him. By the light of the fuses he discovered the lift of pumps through which the water was drawn from the sump; it was, indeed, a forlorn hope—but to the pump he clung, and grasping it, as if in death, waited his fate. To use his own words, "I know'd I must be blow'd to pieces, but that was'nt hafe so dismal as to think about my wife and cheldurn. I've five cheldurn that ceant work, Ser, and my wife's a cripple."

All was darkness save the hissing fuses just above him.

The thundering explosion soon followed, and the moment of hope, doubt, and bewilderment arrived. Life became an awful query—he breathed, and through the miserable gloom saw the fire spouting from the remaining fuse.

The second thunder followed, and he again was safe.

Almost covered in attle—clinging to the pump—deaf and speechless stood poor Grenfel.

The son described his own situation thus:—"When I heerd feathur screech, and he and the ladder fale away, I know'd 'twas all ovvur; he must, thutt I, be kill'd in one of these here three ways. Ef he's gone to bottom, every ten es brock. Ef eanything like life es left, he must be drown'd in the sump; and ef he shud be catch'd by the stage where we belong (where they stood to work, and which they had just left) the two holes must blow un into a thowsand pieces—Oh dear! Oh dear! I faeld down pon my knees, and all that I cud pray was—Oh Christ, save feathur. Nicky was standing up, and I said to un—oh Nicky pray for feathur.

"Nicky kneeled down, but he dedn't pray, I reckon; for when the holes went off, he said—'He's out of pain, or he's in the sump swemming.'

"My lighted candle was on my hatcap; I catch'd hould ov the lift, all-der'd away from flanch to flanch, and was down 'pon the stope like lightning.

"The place was full of smok, and not a lem nor nothing human cud be seed. At laest up agenst the lift I seed faethur's head and shoulders.

"The attic was to his brist, and hes face in a dismal shape; hes eyes was oppun, but he cudnt speak. O help me, Nicky; help me docy, to clear away the traed from faethur.

"He's glazing, said Nicky, but he caen't be alive, you know; twud kill a thowsand cats ef they'd ben there.—Oh, clear away quicker! quicker! Nicky.

Oh, my dear faethur! caenty speak, faethur?"—and such like expressions followed the rapid exertions of the agonised young man.

His eyes were fixed on the dismal countenance of his parent. At last a trifling quiver of the lip spoke life—another effort confirmed it.—"I believe I'm saved, Jimmy, and I baent hurt much, I reckon, Jimmy," was feebly spoken from among the rubbish. To describe the meeting, and finish this true tale of real life, I would repeat the words of apathetic Nicky.

"When Jimmy heerd his faethur speak, he tore away for the life ov un ovvur the attle, and then they both beginned to cry. Howsomever, we got'n cleer at laest, and broft un up. He's as deef as a haddick; but that and a few smale cuts es awl the hurt that's dun to un." S. BAL.

—*West Briton.*

RAILWAY INTELLIGENCE.

LONDON AND GREENWICH RAILWAY.—The number of passengers on this line, from the 13th to the 19th of October, was 25,868, producing (including creek and footpath) 681*l.* 13s. 3d.

SHEFFIELD AND ROTHERHAM RAILWAY.—The directors have fixed upon Wednesday, the 31st inst., for the public opening of this line: the most active exertions are now making by the contractors for its completion. We understand that tickets will be immediately issued to all the shareholders, for their conveyance on that day to Rotherham and back. They purpose making three trips in the course of the day. A public breakfast is to take place in the Town Hall of Rotherham in the morning, and a public dinner in the Tontine, and some other of the principal inns in Sheffield in the afternoon. On the whole, this line of railway, which offers a new mode of couveyance for our manufactures, will be opened with that *eclát* so important an undertaking merits.—*Sheffield Iris.*

PENRITH AND CARLISLE RAILWAY.—A public meeting of the inhabitants of Penrith was held on Tuesday last, the High Sheriff of Cumberland in the chair, when, among other resolutions, the following was unanimously adopted:—"That the execution of a line of railway between Penrith and Carlisle is highly deserving of public support, as it would not only be of great advantage to all local interests in the district through which it is intended to pass, but to the adjoining neighbourhood, and county of Westmoreland; and that a capital be created of 170,000*l.*, in shares of 50*l.*, and half-shares of 25*l.*, for the purpose of carring the project into effect." Henry Howard, of Greystoke Castle, the Hon. H. C. Lowther, M.P., William Crackenthorpe, Esq., of Newbiggen Hall, Major Aglionby, M.P., and other influential gentlemen, took part in the proceedings of the day. The town council of Carlisle have passed a resolution in favour of the project.—*Carlisle Journal.*

LONDON AND CROYDON RAILWAY.—An inquisition was held on Friday last before the Under-Sheriff for Surrey, and a highly respectable jury, several of whom were magistrates, at the Greyhound Inn, Croydon, to assess the value and compensation to be paid to the claimants in the following cases:—Joseph Boyd, and Mary Anne his wife, claimed compensation for a piece of land containing about sixty-five rods, with three houses upon it, adjoining the railway in Croydon parish, of which they estimated the value of premises and fixtures at 563*l.* 10s.; compensation for loss in trade and removal, 524*l.*; the jury awarded the value of the premises, &c., at 500*l.*; compensation, 220*l.*—Francis Allchin claimed compensation for removal from a tenanted beer house, the annual profits of which were 200*l.*, of which 1¼ years lease were unexpired; jury awarded 119*l.*—Benjamin Foote, baker, claimed compensation for loss of fixtures and removal of business, which produced an annual profit of 200*l.*, in a house adjoining previous claimant; jury awarded 135*l.*

RAILWAY CONTRACTORS.—INSUBORDINATION OF WORKMEN.—The public in general have no adequate idea of the amount of capital, or the magnitude of the interests involved in the various contracts for the construction of railways, now in progress, throughout the kingdom; nor of the inconvenience and annoyance to which the contractors are subjected by the caprice or insubordination of the workmen they employ—indeed, of the positive loss to which they are liable, owing to the stringent conditions and the heavy penalties imposed by their contracts with the railway companies. To counteract this evil, and for the protection of their interests generally, the principal contractors in the north of England have formed themselves into an association, and appointed Mr. J. D. Barry, of this town, their official organ and secretary. Up to yesterday morning, the refractory workmen on the Rotherham line had not returned to their labour; and we understand the association have taken prompt and vigorous measures for obtaining a fresh supply of hands.—*Man. Guardian.*

MANCHESTER AND LEEDS RAILWAY.—A sheriff's court was held on Thursday and Friday, the 4th and 5th inst., at the Manor Court Room, before W. A. Hulton, Esq., assessor, for the purpose of assessing the value of land, and compensation for damage, to be given to the owners of certain lands in Todmorden and the neighbourhood, required for the purposes of the Leeds and Manchester Railway. Messrs. Joshua, John, James, and Thomas Fielden, claimed compensation for a piece of land 300 yards in length by 50 in breadth. Mr. Shorland, of Manchester, for Messrs. Fielden, valued the land at 943*l.* 7s. 6d.; buildings, 652*l.* 2s.; damages, from severance to mill-dam and roadway, 305*l.*—total, 1909*l.* 9s. 6d. Mr. James Holt, surveyor, Todmorden, estimated the total amount of compensation at 1819*l.* 13s. 10d. Other valuations were also given. On the part of the company, Mr. H. H. Fishwick said he valued the land, exclusive of the buildings, at 258*l.*; severance, 100*l.* Mr. H. Wood valued the land at 217*l.* 7s. 6d.; severance, 100*l.* Mr. John Ashworth, of Turton, valued the land at 273*l.*; severance, 81*l.* 16s. 3d—total, wtth buildings, 1035*l.* 16s. 3d. The jury, after nearly an hour's consultation, gave their verdict, assessing the damages as follows:—

Land, buildings, and timber	£1191	10	6
Severance (including 55*l* .mill-dam)	215	0	0
	£1406	10	6

The next case was that of Messrs. James and William Fielden, of Clough, near Todmorden, who claimed for damage done to their property. The total amount of their claim was about 1400*l.* After various estimates had been given of the value of the land, by different surveyors, &c., the jury, after twenty minutes' absence, gave a verdict, assessing the value of the land at 600*l.*, and the damage by severance at 400*l.*—making, together, 1000*l.* In three other cases which stood for inquiry, the following day, the claimants and the company came to terms; in two of them during the inquiries above noticed, and the third after the jury had given their verdict in the last case.

IMPROVEMENT IN RAILROAD CARRIAGES.—A patent has been obtained for railroad carriages on a construction which, by removing friction on the axletrees of the wheels which come in contact with the rail, enables them to work with increased speed, and consequently to carry the body of the carriage at a rate infinitely beyond that at which the most rapid journies on railroads are now performed. The invention is that of Mr. Coles, of Charing-cross, a gentleman of some reputation as a practical mechanician, though not a professional engineer. Models of the invention have been exhibited at the Adelaide Gallery and at the Polytechnic Institution in Regent-street, and as far as the invention can be tested in the miniature of a model, it appears that its results are completely satisfactory, and as to their practical utility undeniable. The principle is something like that by which a heavy weight can be raised with comparatively very trifling strength, by the multiplied power of pullies, and by the revolution of a large wheel, operating upon a smaller wheel, and causing it to revolve in the proportion of 60 to 1 in its revolutions round its axis. The principle, by multiplying the wheels, might be carried almost beyond belief as to its effects on the rapid revolution of wheels, by the removal of friction or pressure upon the axles. When the machine is set in motion the axle of the ground wheel, instead of bearing on the nut or collar, works upwards against the rim of the large friction-wheel, on the axle of which the weight of the contents of the carriage is thrown; and the axle of the latter is met by the rim of the upper friction-wheel, which works upon a fixed axle screwed at the back of the frame, and which carries the whole weight of the frame, body, and passengers, and works once round its axle, while the ground wheels revolve sixty times. The speed might be estimated at 100 miles an hour without producing a heated axle-tree, the friction being removed. In the model exhibited a line is fastened, one end to the carriage and the other to a six ounce weight, the line passes over a pulley, and the weight propels the model, and a half-hundred weight placed on it at a very rapid rate along a surface of iron. When only the common wheels are made use of in the model it requires seven times its weight to move the model and its load.

THE RAILWAY—A SONNET.

How swift our progress in this iron age!
By hurrying onward now, 'mid smoke and fire,
With *lightning* speed, *conductors* we require,
And soon may prove that "all the world's a stage;"
Since *companies* and *managers* engage
In *various lines*, to meet the *express desire*
For *opening* novelties, *long runs* conspire
To make these great performances the rage.
Far from each city "land rails" now have flown,—
We soon shall see no one-horse *fly* again.—
The line, great Eastern Kings could boast is gone;
Now the "Great Western's" new *line* we maintain;
And like a mighty King, steam's power moves on,
While we must follow and hold up—the *train!*

SOUTHAMPTON COMMERCIAL DOCKS.

The interesting and important ceremony of laying the foundation-stone of the Southampton Docks took place on Friday, the 12th inst., with all Masonic honours, in presence of the municipal authorities of the town of Southampton, and an immense assemblage of spectators. The peculiar eligibility of this port as a commercial entrepôt will be at once acknowledged, when its position with regard to the rest of England and the French coast is considered. The general range of the railways already executed, or in progress in this country, and which are destined ere many years to effect such important changes in our mercantile and commercial arrangements, is from north to south, and a line carried from Edinburgh to Southampton would divide the country between them into two nearly equal parts—the east and west branches of the main trunk, already opened, and in progress of formation, affording to every part of the kingdom access so the sea on either side of the island. The position of Southampton on the English Channel—its proximity to the sea—the complete shelter afforded by that natural breakwater, the Isle of Wight—the great depth of its main channel, freedom from bend or sinuosity—and the peculiar adaptation of the site selected for the docks, at the confluence of the river Itchen with Southampton water, presenting two sides of deep water for dock entrances—and the termination of the London and Southampton Railway at the southern extremity of the town, abutting on the dock premises—all these circumstances seem calculated to confer upon that port a decided superiority over any other on the coast, so soon as the completion of capacious docks will afford proper accommodation to the maritime trade of the port. The evidence of some of the most able practical men, before a Parliamentary Committee of the House of Commons, in 1836, among whom were Sir Thomas Hardy, Hon. Capt. Elliot (one of the Lords of the Admiralty), Captains Forder, Ward, and Cator, R.N., Mr. Stephens, &c., is all conclusive in favour of the advantages which this port possesses for the most extensive mercantile arrangements, its facility of access in all winds, and at all times of the tide, for vessels of the largest burden, when contrasted with the perils and delays which vessels to or from London are frequently subjected to in the Downs, would almost lead us to predict that it will hereafter become a formidable rival to the metropolitan port. We are, however, fully justified in saying that the proceedings of that day will be looked upon, ere many years have elapsed, as the commencement of a new era in the history of that town.

When the London and Southampton Railway and Docks are finished, most of the merchant vessels that now lose nearly a week in endeavouring to make the port of London, will then put into a port which they may enter without delay or danger—where they will be effectually sheltered by the Isle of Wight from every wind, and from whence their cargoes can be easily conveyed to the metropolis. The rise of Southampton into commercial importance necessarily involves no diminution of the trade of London; but on the contrary, may be made to prove of the utmost benefit to it. The navigation of the Thames is not only extremely difficult from the great number of vessels in the river, but much time is lost to vessels entering and clearing out, from the crowded state of the Pool adjacent to the principal docks. As the commerce of the country increases, consequent upon the opening of the great lines of railway, a greater outlet for the foreign traffic of London, than can be afforded by the Thames, will become absolutely necessary—and for such outlet we know no port so admirably situated as Southampton.

DISCOURAGEMENT OF SCIENCE BY THE AUSTRIAN GOVERNMENT.—It is a remarkable fact, that Vienna is the only European capital in which there is no academy or association for the cultivation of science organised under the sanction and the encouragement of the State. It can hardly be supposed that the Austrian Government should dread the effects of an increased activity of the human intellect. According to D'Alembert, Princes encourage learning for the sake of diverting the minds of their subjects from the consideration of their practical interests and political rights; and one would suppose that the examples of Peter the Great and Frederick the Great, who both did their utmost to give science a permanent abode in their respective capitals, would be sufficient to inspire the Austrian statesman with confidence, if he were at all disposed to favour the progress of science. The Academy of Sciences of St. Petersburg has experienced to such an extent the munificence of its imperial patrons that its fixed revenue is now tenfold that assigned to it by its founder, Peter the Great. Among the philosophers who lent a hand to the organisation of it was the celebrated Leibnitz, who also made great exertions, and for some time with every prospect of success, to bring about the establishment of a similar institution in Vienna. The court seemed favourable to the design, which yet, unaccountably, was never carried into execution. It was revived about sixty years later, under Maria Theresa (in 1773), and then the foundation of an Austrian Academy of Sciences seemed quite certain; but, unfortunately, the produce of the sale of the National Almanac formed a large item in the estimate of the contemplated funds, and when all the arrangements were complete, a petition of the almanac-mongers to the Empress, setting forth the injury with which they were threatened by the institution of the academy, was sufficient to upset the philosophical fabric. Nothing further was dreamt of the special cultivation of science in Austria till last year, when twelve men, well known for their learning and abilities, presented by the hands of the Archduke Lewis a petition for the establishment of an Academy of Sciences at Vienna. No notice has, we believe, been taken of this petition; and we presume that Prince Metternich does not deem it becoming in a fond and paternal Government to give its subjects the pains of thinking.—*Athenæum.*

WESTMINSTER BRIDGE.—The removal of London Bridge has caused very serious injury to this structure, the current having by its constant action undermined the whole fabric. The principal cause of its dangerous and defective state arises from the piers having been built originally in caissons, and lowered down to the bed of the river, without removing the stratum of gravel and sand. The engineer who constructed it likewise neglected the precautionary measure of fixing sheet piling round the piers excepting in the case of four, and it has therefore been necessary to surround all the remaining piers with cofferdams, for the purpose of effectively securing their foundations. This will be done by driving sheet piling into the substratum. The works have already commenced and the amount of tender is 87,000*l.*—*Mechanics' Journal.*

NEW SUSPENSION BRIDGE OVER THE DANUBE.—The new suspension bridge over the Danube, between Buda and Pest, which will be begun the next spring, is a colossal undertaking. Two piers of granite and the red marble of Neudorf, 35 feet thick, and 150 feet above the level of the foundation, will support the whole structure. There will consequently be three openings for the water to pass through, the middle passage being 640 feet in width, and each of those at the sides 270 feet, making in all 1180 feet. The entire length of the bridge will be 1690 feet. Cast-iron beams will support the platform, which is to be thirty-seven feet wide—viz., twenty-five feet for the carriage way, and six feet for each footpath. The whole will be suspended by twelve chains, weighing together upwards of 2000 tons.—*French paper.*

PRICES OF MATERIALS IN CORNWALL

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	5 & 6	7 & 8
Common iron, per cwt.	10s 0d	9s 6d
Half-inch square ditto, and five-eighths	11 0	10 6
Best tough whim chain	30 0	30 0
Boiler plates	14 6	14 6
Shop iron	14 0	13 0
Nail rods	12 0	12 0
Miners' shovels	31 0	33 0
Charcoal iron	16 0	15 0
Gunpowder, per 100 lbs.	38 0	38 0
Leather, per lb.	2 0	2 0
Nails, per ton, at quay	14 0	14 0
Candles, per dozen lbs.	5 8½	5 7½
Tallow, per cwt.	50 7	50 0
Ropes	36 0	36 0
Hat ropes	38 0	38 0
Stamp	0 4	0 4
Fire yarn, per lb.	0 4½	0 4½
White rope	0 4½	0 4½
Brass-wire sieves, each	4 4	4 4

	5 & 6	7 & 8
Ditto machine	13s 0d	13s 0
Iron-wire ditto	3 0	3 0
Iron-wire work, per foot	6	6
Board nails, per cwt.	21 0	19 0
Half-board ditto, per 1000	5 9	5 9
Hatch ditto	4 0	3 4
Half-hatch ditto	3 0	2 6
Linseed oil, per gallon	3 0	3 0
Rape ditto	3 4	3 4
Birch, per foot	1 7	1 7
Pine,	1 6	1 6
Sheet lead, per cwt.	24 6	24 0
Barrow bends	11 0	10 6
H 2 steel (112lbs.)	32 0	32 0
2s. nails	20 0	19 0
Pick hilts	1 5	1 5
Shovel hilts	1 6	1 6
White ground lead	33 0	33 0
Red lead	34 0	30 0
Best rolled iron	12 0	11 6

* The figures at the top of the columns refer to months—as 7 July, 8 Aug., &c.

METEOROLOGICAL JOURNAL, 1838.

Oct.	Thermometer.	Barometer	Oct.	Thermometer.	Barometer
Thursd. 11	from 47 to 61	29,90 to 29,56	Monday 15	....47,5 .. 57	29,45 .. 29,55
Friday.. 12	.... 45 .. 50	29,58 .. 29,62	Tuesday 16	....54,5 .. 61	29,56 .. 29,46
Saturd. 13	.... 30 .. 45	29,65 .. 29,79	Wednes. 17	... 50 .. 57	29,26 .. 29,49
Sunday 14	.... 28 .. 49	29,83 .. 29,50			

Wind S.W. Except the 11th, 12th, and afternoon of the 17th, generally cloudy; fell on the 12th; a little snow on the 13th, and rain on the 14th, 15th, and morning of the 17th. The change in the temperature registered in the above columns is worthy of particular remark.

Rain fallen ,225 of an inch.

Edmonton. CHARLES HENRY ADAMS.

PURCHASES OF COPPER ORES AT REDRUTH,

OCTOBER 11.

Purchasers.	Mines.	Tons	Total	Price.	Each Parcel.	Total Amount
				£ s. d.	£ s. d.	£ s. d.
Sims Royal	Gt. Wheal Fortune	21		10 7 6	217 17 6	
—	....	20½		6 15 6	138 17 9	
—	....	14		16 18 6	96 19 0	
—	Wheal Unity Wood	42		6 8 6	269 17 0	
—	....	24		5 16 6	139 16 0	
—	....	37½		5 12 6	210 18 9	
—	Wheal Leeds..	31		4 12 6	143 7 6	
—	Wheal Osborne ..	50		6 15 6	338 15 0	
			246			1556 8 6
Vivian and Sons.	Carnbrea	65		7 10 6	489 2 6	
—	Wheal Treasury ..	79		4 7 0	343 13 0	
—	....	25		4 18 0	122 10 0	
—	....	35		2 12 6	91 17 6	
—	....	30		2 9 6	74 5 0	
—	Fowey Consols..	81		6 13 6	540 13 6	
—	Gt. Wheal Fortune	101		5 12 6	568 2 6	
—	....	14		6 18 6	96 19 0	
—	Wheal Unity Wood	42		6 8 6	269 17 0	
—	Relistian	76		7 19 0	604 4 0	
—	Levant ..	61		13 10 0	823 10 0	
			609			4024 14 0
Freeman & Co.	Carnbrea	36		4 5 0	153 0 0	
—	Fowey Consols ..	83		6 2 6	508 7 6	
—	....	37		5 16 0	214 12 ●0	
—	....	68		5 14 6	389 6 0	
			224			1265 5 6
Grenfell and Co.	Wheal Virgin	96		4 15 6	458 8 0	
—	....	41		4 15 6	195 15 6	
—	....	79		5 11 0	438 9 ●	
—	....	62		5 11 0	344 2 0	
—	....	58		9 17 0	571 6 0	
—	....	31		2 4 0	68 4 0	
—	Gt. Wheal Fortune	20½		6 15 6	138 17 9	
—	....	25		4 0 0	100 0 0	
—	Wheal Unity Wood	24		5 16 6	139 16 0	
—	....	37½		5 12 6	210 18 9	
—	Relistian	55		4 13 6	257 2 6	
—	....	36		5 0 0	180 0 0	
—	....	11		7 17 6	86 12 6	
—	Wheal Leeds	31		4 12 6	143 7 6	
			607			3332 19 6
Crown Copper Co.	Tresavean	81		6 8 6	539 14 0	
—	....	83		5 1 6	421 4 6	
—	....	74		6 15 0	499 10 0	
—	Wheal Unity Wood	3		2 6 0	6 18 0	
—	Wheal Leeds.....	20		4 2 6	82 10 0	
—	Harvey's Ore	40		3 1 0	122 0 0	
			304			1671 16 6
Sims, Williams, Nevill, and Co.	Wheal Treasury ..	85		4 16 0	408 0 0	
—	....	83		5 15 0	477 5 0	
—	....	25		4 18 0	122 10 0	
—	....	36		3 7 6	121 10 0	
—	....	56		4 14 6	264 12 0	
—	Gt. Wheal Fortune	50		2 11 6	128 15 0	
			335			1522 12 0
Williams and Co.	Carnbrea	106		2 11 6	272 19 0	
—	....	80		6 9 6	518 0 0	
—	....	79		5 19 6	472 0 6	
—	....	64		7 13 6	491 4 0	
—	....	63		5 15 6	363 16 6	
—	....	60		8 7 6	502 10 0	
—	....	54		13 14 6	741 3 0	
—	....	53		13 11 6	719 9 6	
—	....	50		6 0 0	300 0 0	
—	Wheal Virgin	41		4 15 6	195 15 6	
—	....	24		2 9 0	58 16 0	
—	Fowey Consols....	37		5 16 0	214 12 0	
—	Levant	52		13 11 6	705 18 0	
			763			5556 4 0
S. Vigurs and Co.	Wheal Treasury ..	78		6 18 6	....	
			78			540 3 0
			3160			19470 3 0

PURCHASES OF COPPER ORES AT SWANSEA,

OCTOBER 3.

Purchasers.	Mines.	Tons	Total.	Price.	Amount.	Total Amount
				£ s. d.	£ s. d.	£ s. d.
Freeman & Co.	Allihies	80		9 12 0	768 0 0	
—	....	43		9 8 0	404 4 0	
			123			1172 4 0
Grenfell & Co.	Ballymurtagh	33		2 19 0	97 7 0	
—	....	44		3 8 0	149 12 0	
—	Valparaiso..	107		19 17 6	2126 12 6	
—	....	16		43 17 6	702 0 0	
—	Knockmahon	42		8 5 6	347 11 0	
—	....	40		10 5 6	411 0 0	
—	Ballygahan	49		2 4 6	109 0 6	
—	Laxey.....	26		2 8 6	63 1 0	
			257			4006 4 0
Crown Copper Co.	Allihies	101		8 18 6	901 8 6	
—	Sygun	29		1 14 0	49 6 0	
—	....	6		1 14 0	10 4 0	
			136			960 18 6
Sims, Williams, Nevill, and Co.	Allihies	29		8 5 0	239 5 0	
—	Cobre	43		16 17 0	724 11 0	
—	Norway.....	61		7 7 6	449 17 6	
—	....	40		17 13 6	707 0 0	
—	Chili	18		23 5 6	418 19 0	
—	Ballygahan	26		4 0 0	104 0 0	
—	Drwsycoed	6		7 11 6	45 9 0	
			223			2689 1 6
Vivian & Sons.	Allihies	29		8 5 0	239 5 0	
—	Cobre	95		16 17 0	1609 15 0	
—	....	43		16 17 0	724 11 0	
—	Norway.....	57		7 3 0	407 11 0	
—	Valparaiso	63		7 18 0	1127 14 0	
—	Chili	73		35 2 0	2457 0 0	
—	Knockmahon	42		8 5 6	347 11 0	
—	Ballygahan	26		4 0 0	104 0 0	
—	Simnea Dylluan ..	36		8 8 0	302 8 0	
—	Chili	16		6 4 6	99 4 0	
			477			7409 19 0
Williams, Foster & Co.	Cobre.....	65		30 15 6	2000 7 6	
—	Ballymurtagh	33		2 19 0	97 7 0	
—	....	59		2 13 0	156 7 0	
—	....	47		3 6 0	155 2 0	
—	Valparaiso.....	71		18 1 6	1283 6 6	
—	Chili	54		25 0 6	1351 7 0	
—	Cronebane	79		5 5 0	414 15 0	
—	Tigrony	60		5 6 0	318 0 0	
			468			5776 12 0
Sims Royal Co.	Copiapo....	38		19 3 6	728 13 0	
—	Valparaiso.....	91		17 7 6	1581 2 6	
			129			2309 15 6
S. Vigurs and Co.	Copiapo.....	82		17 10 6	1437 1 0	
—	.. ..	81		17 9 0	1413 9 0	
—	Llandidno.....	67		11 1 6	742 0 6	
			230			3592 10 6
			2143			£27,917 5 0

PURCHASES OF BLACK TIN AT TRELOWETH,

OCTOBER 9.

Purchasers.	Mines.	Tons.	Total	Price.	Amount.	Total Amount.
				£ s. d.	£ s. d.	£ s. d.
1. L.C. Daubuz and Co.	St. Ives Consols..	28		47 7 6	1326 10 0	
—	....	7		45 10 0	321 2 6	
—	Levant	7½		47 7 6	347 8 4	
—	....	5½		46 0 0	245 6 8	
—	Marazion Mines..	5½		49 15 0	273 12 6	
			53½			2514 0 0
2. P. Grenfell & Sons	Boscaswell	11½		52 5 0	587 16 3	
—	Balleswidden	13		50 2 6	651 12 6	
—	Balnoon	4½		53 10 0	240 15 0	
			28½			1480 3 9
3. Batten and Son.	Wheal Mary.....	21		50 7 6	1057 17 6	
—	Boscaswell	11½		52 5 0	587 16 3	
—	Levant	5½		47 7 6	178 14 2	
—	....	2½		46 0 0	122 15 4	
—	Wheal Olds	9		57 17 6	520 17 6	
			47½			2462 18 9
4. Bolithos, Carne, Cornish, and Co.	Great Work	11		56 0 0	616 0 0	
—	Wheal Darlington	8		48 5 0	386 0 0	
—	Wheal Reeth	11½		44 12 6	55 15 7	
—	Morvah & Zennor.	5½		54 5 0	311 18 9	
			26			1369 14 4
5. Williams and Co.	Great Work	11		56 0 0	616 0 0	
—	Wheal Mary.....	4		36 12 6	146 10 0	
—	Boscaswell	1½		47 15 0	71 12 6	
—	Balleswidden	3		44 12 6	133 17 6	
—	Marazion Mines..	3½		49 2 6	171 18 9	
—	....	½		38 5 0	19 2 6	
			23½			1159 1 3
Bissoe Bridge.	Wheal Reeth	4½		51 15 0	232 17 6	
—	....	1		47 17 6	47 17 6	
			5½			280 15 0
			184½			9266 13 1

SALE OF BLACK TIN.

Sampled October 12, and sold at Redruth, on the 16th.

Mines	Tons	Total.	Price.	Each parcel	Total Amount.	Purchasers.
			£ s. d.	£ s. d.	£ s. d.	
Charlestown U.M.	8½		50 10 0	441 17 6		Treloweth.
....	20½		50 15 0	1040 7 6		—
....	7½		45 10 0	352 12 6		—
....	2½		41 7 6	93 1 10		—
		39½			1927 19 4	
Wheal Kitty.....	15		48 15 0	731 5 0		Treloweth.
....	11		43 0 0	473 0 0		—
....	3		45 2 6	135 7 6		—
....	1		40 15 0	40 15 0		Trethellan.
		30			1380 7 6	
Polgooth	20		48 15 0	975 0 0		Chyandour.
....	2		44 7 6	88 15 0		Trethellan.
		22			1063 15 0	
Bottle Hill.....	20		47 2 6	942 10 0		Chyandour.
...	1½		28 0 0	35 0 0		—
		21½			977 10 0	
Wheal Budnick ..	6½		47 0 0	305 10 0		Trethellan.
....	3½		48 5 0	168 17 6		Treloweth.
....	3		43 10 0	130 10 0		—
....	2		36 10 0	73 0 0		—
		15			677 17 6	
Tincroft.....	9		46 17 6	421 17 6		Trethellan.
....	3		42 17 6	128 12 6		—
....	1		36 17 6	36 17 6		—
		13			587 7 6	
Trevaskus.....	9		50 7 6	453 7 6		Trethellan.
...	4		57 0 0	228 0 0		Treloweth.
		13			681 7 6	
Carnon	6		58 0 0	348 0 0		Bissoe Bridge.
....	1½		49 10 0	74 5 0		Chyandour.
....	1½		48 0 0	72 0 0		—
....	½		43 12 6	21 16 3		Treloweth.
		9½			516 1 3	
Wheal Grey	9	9	51 5 0	....	461 5 0	Chyandour.
South Polgooth	5½		45 10 0	250 5 0		Treloweth.
....	1		36 2 6	36 2 6		Chyandour.
		6½			286 7 6	
Bissoe Bridge.....	..	6	49 2 6	..	294 15 0	Trethellan.
Consolidated Mines	3		41 15 0	125 5 0		Chyandour.
....	2½		38 17 6	106 18 1		Trethellan.
		5½			232 3 1	
Teague's Tin	..	4½	45 10 0	....	204 15 0	Treloweth.
		194½			£9291 11 2	

SALE OF COPPER ORES AT SWANSEA,

Sampled Sept. 26, and sold at Swansea, Oct. 17.

Mines	Tons	Produce	Stand.	Price	Mines	Tons	Produce	Stand	Price
Cobre	146	28	93	24 9 6	Ballymurta.	45	4½	120	3 12 0
ditto	135	29½	93	25 18 0	Tigrony	81	6½	112½	5 8 0
ditto	60	23½	94½	20 6 0	Cronebane	56	4½	124	3 3 6
ditto	64	21½	95	18 10 6	ditto	18	6½	113	5 1 0
ditto	63	21½	95	18 10 6	Knockmah.	120	9½	105½	7 19 0
ditto	50	38½	91	33 2 0	Copiapo	80	20	96	17 2 6
ditto	76	17	97	14 6 6	Ballygahan	56	5½	118	4 1 0
ditto	71	16½	97½	13 19 0	ditto	13	3½	136	2 3 0
ditto	22	32½	94	28 10 0	Cwm	55	6½	114	4 17 0
Chili	100	24	92½	20 0 0	Valparaiso	53	21½	95	18 8 6
ditto	95	23½	94½	19 17 0	Llanberris	41	6½	115	4 16 0
ditto	67	24½	94	20 18 0	Drws-y-coed	33	9½	107	7 10 6
ditto	60	23½	94½	20 0 0	Llywidd	17	4½	128½	3 1 0
ditto	95	22½	95	19 11 0	ditto	14	8½	107	6 16 0
ditto	52	20½	95½	17 11 0	Simnea Dyl.	29	9½	107½	7 9 0
ditto	46	24½	94	20 18 0	Dolgelly	21	6	115	4 12 0
Ballymurta.	79	5½	119	3 16 0	Union	9	7½	110½	5 16 6
ditto	45	4½	123	3 6 0					

TOTAL PRODUCE.

Cobre	694	£15131 0 0	Cwm	55	£ 266 15 0
Chili	515	10217 6 0	Valparaiso	53	976 10 6
Ballymurtagh	169	610 14 0	Llanberris	41	196 16 0
Tigrony	135	642 12 0	Drws-y-coed	33	247 10 0
Cronebane			Llywidd	31	147 1 0
Knockmahon	120	954 0 0	Simnea Dylluan	29	216 1 0
Copiapo	80	1370 0 0	Dolgelly	21	96 12 0
Ballygahan	69	254 15 0	Union	9	52 8 6

Average produce, 17¼—Average standard, £97 16s. 0d.—Quantity of copper, 36*t.* 2*c.* 0*q.*

Copper ores for sale on the 31st October :—Allihies 95, ditto 90, ditto 80, ditto 76, ditto 36, ditto 29—Knockmahon 138, ditto 96, ditto 63, ditto 48, ditto 39—Ballymurtagh 88, ditto 81, ditto 57, ditto 55, ditto 47, ditto 38—Cobre 84, ditto 76, ditto 70, ditto 13—Copiapo 94, ditto 90, ditto 30—Valparaiso 90, ditto 88—Chili 100, ditto 24—Tygwyn 96—Tigrony 53, ditto 38—Ballygahan 43, ditto 19—Llandidno 49—Lackamore 47—Drws-y-coed 46—Coquimbo 45—Symnea Dylluan 38—Valparaiso 29—Aberglasiyn 18, ditto 8—Llanberris 20—Total, 2464.

SALE OF COPPER ORES AT REDRUTH.

Sampled, Oct. 3, and Sold at Andrew's Hotel, Redruth, Oct. 18.

Mines	Tons	Price	Purchasers	Mines	Tons	Price	Purchasers
		£ s. d.				£ d. s.	
Tresavean	95	6 6 6	Williams.	Duffield M.	42	9 19 6	Nevill & Co.
ditto	82	4 0 6	Vivians.	ditto	40	6 16 6	—
ditto	71	5 8 6	Williams.	ditto	12	18 2 0	—
ditto	67	9 18 0	—	Trethellan	101	3 16 6	Vivians.
ditto	65	5 8 6	—	W. Burrow	47	1 12 0	Williams.
ditto	55	5 17 6	—	ditto	27	3 19 0	Vivians.
Wh. Harm.	70	6 4 6	Freemans.	ditto	16	5 1 0	Freemans.
ditto	67	13 11 6	—	Sydney C.	78	5 3 6	Mines Royal
ditto	60	9 15 6	Mines Royal	Wh. Julia	47	6 19 0	Vivians.
ditto	53	12 0 6	Freemans.	ditto	28	2 18 6	—
Fowey C.	100	6 0 6	Williams.	N. Downs	73	6 2 6	Williams.
ditto	64	6 16 6	—	Gorland	67	6 15 6	Vigurs & Co.
ditto	63	6 1 6	—	Treleigh C.	63	5 6 0	Nevill & Co.
Wh. Vor	62	5 19 6	P. Grenfells.	Copper B.	50	5 6 6	—
ditto	53	4 3 0	Williams.	W. Tehidy	32	5 7 0	Vivians.
ditto	27	5 1 6	Mines Royal	W. Damsel	26	3 18 6	Williams.
Duffield M.	46	5 10 0	Nevill & Co.	Bassulian	5	12 8 6	Vivians.

TOTAL PRODUCE.

Tresavean	435	£2655 3 0	Wheal Julia	75	£387 8 0
Wh. Harmony	250	2559 2 0	North Downs	73	447 2 6
Fowey Consols	227	1422 0 6	Wheal Gorland	67	453 18 6
Wheal Vor	142	727 8 6	Treleigh Consols	63	333 18 0
Duffield Mines	140	1162 3 0	Copper Bottom	50	266 5 0
Trethellan	101	386 6 6	Wheal Tehidy	32	171 4 0
Wheal Burrow	90	262 13 0	Wheal Damsel	26	102 1 0
Sydney Cove	78	403 13 0	Bussulian	5	62 2 0

Average standard, 109*l.* 10s.—Average produce, 8¾.—Average price, 6*l.* 8s. 6d.—Quantity of ore, 1884.—Quantity of fine copper, 154 tons 9 cwt.—Amount of money, 11,812*l.* 9s. 0d.—Average standard of last sale, 116*l.* 3s.—Produce, 8¾.

Copper ore for sale on Thursday next, at Stevens's Hotel, Truro. Mines and Parcels.—Consols Mines, 965; United Mines, 709; Great St. George, 446; Fowey Consols, 422; Godolphin, 183; Wheal Perran, 66; Wheal Curtis, 65; Wheal Mary Consols, 51.—Total, 2907.

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth. Mines and Parcels.—Consols Mines, 904; North Roskear, 785; East Wheal Crofty, Longclose, and Dudnance, 419; South Roskear, Wheal Chance, and Wheal Gerry, 301; United Hills, 300; Fowey Consols, 300; Dolcoath, 253; South Towan and Wheal Lydia, 177; Tincroft, 134; South Wheal Basset, 134, East Pool, 103; West Wheal Jewel, 59; Wheal Harriet, 40; West Cliff Downs, 14; Wheal Uny, 13; Wheal Sparrow, 12; West Dolcoath, 10.—Total, 3958.

PRICES OF SHARES AT LIVERPOOL.

	£	s.	d.		£	s.	d.
Liverp. & Manch. Railway	100	201	0	0	Leicester & Swanning. do.	50	74	10	
Ditto Quarters	25	49	0	0	London and Southampton	50	49	0	0
Ditto New Halves	39	71	0	0	New shares	15	86	15	0
Manchest., Bolton, & Bury Railway and Canal	78	70	10	0	Birmingham and Derby	20	....		
Manchester & Birmingham	10	16	10	0	Ulster	5	....		
Birkenhead and Chester	25	28	17	6	Liverp. & Har. W. Works	350	452	10	0
Chester and Crewe	5	9	15	0	Bootle ditto		320	0	0
Bolton and Leigh ditto	100	64	10	0	Liverpool Coal Gas		345	0	0
Warrington & Newton do.	100	....			Liverpool New Gas & Coke	100	196	0	0
Kenyon and Leigh ditto	100	..			Exchange Buildings	100	168	0	0
Wigan Branch ditto	100	....			Ocean Assurance Company	10	6	10	0
North Union	100	72	0	0	Liverp. Marine Assur. Co.	25	9	0	0
New shares	40	64	10	0	Bank of Liverpool	125	23	7	6
St. Helens & Runcorn Gap	100	....			Manchester and Liverpool District Bank	15	20	10	0
Grand Junction ditto	100	188	0	0	Royal Bank of Liverpool	500	716	0	0
Ditto Half shares	10	48	10	0	Commercial Bank of Liver.	10	20	0	0
London and Birmingh. do.	90	171	15	0	Union Bank of Liverpool	10	13	5	0
Quarter shares	5	29	5	0	Liverpool Banking	10	11	0	0
Leeds and Manchester do.	40	54	10	0	Albion	25	25	10	0
Hull and Selby	10	....			Northern & Central Bank of England	10	8	2	6
Midland ditto	40	29	15	0	Commercial Bank of Engl.	5	5	2	6
North Midland ditto	55	57	15	0	North & South Wales Bank	10	9	12	6
South Eastern	7	4	0	0	Bank of Manchester	10	12	17	6
Birming. & Gloucester do.	30	17	10	0	Wilts and Dorset Bank	10	....		
Great Western Railway	65	80	0	0	East of England Bank	10	....		
Eastern Counties	7½	5	12	6	Borough Bank	7½	13	2	6
Edinburgh and Glasgow	5	4	12	6	South Lancashire Bank	7½	7	0	0
Edinb. Leith, & Newhaven	5	..			Woodside Ferry	25	....		
Glasg., Paisley, & Greenock	4	3	10	6	Royal Rock Ferry	20	14	2	6
Ditto, Kilmarnock, & Ayr	5	....			Monk's (Woodside)	17	7	17	6
London and Brighton	11	8	12	6					

PRICES OF SHARES AT EDINBURGH.

	£	£	s.		£	£	s.
Bank of Scotland	100	193	0	Edinb., Leith, & Newhaven	5	..	
Royal Bank	100	162	0	Dalkeith and Edinburgh	50	36	0
British Linen Company	100	240	0	Ditto New Stock	50	60	0
Commercial	100	177	0	Ditto Leith Branch	25	21	0
National	10	16	5	Glasgow and Greenock	4	6	0
Glasgow Union	50	85	0	Garnkirk and Glasgow	50	29	0
Western Bank of Scotland	40	59	0	Glasgow and Ayrshire	10	6	10
Caledonian Fire and Life	10	20	0	Edinburgh Gas-Light	25	61	0
Hercules Fire Insurance	10	14	6	Glasgow Gas	25	..	
North British Fire and Life	10	15	0	Edinburgh Water Co.	25	39	0
Fire Insurance of Scotland	10	9	10	Edinb. & Glas. Union Canal	50	15	0
Scottish U. Fire and Life	1	1	10	Ditto (allocated stock)	96	50	0
Standard Life Insurance	288	2	5	Forth and Clyde Canal	400	560	0
Edinburgh Life Assurance	10	14	10	Leith Gas Company	20	50	0
West of Scotland Fire Ins.	10	..		Edinb. & Leith Glass Co.	16	8	0
Edinb. & Glasgow Railway	5	5	0	Equitable Loan Company	9	11	0
Ditto New Stock	5	..		Shotts Iron Company	48	52	0

CORN EXCHANGE, OCTOBER 19, 1838.

Wheat	p. Qr. 60s to 72s	Malt	p. Qr. 50s to 58s
Rye	30s to 36s	Peas	35s to 46s
Barley	30s to 36s	Beans	30s to 40s
Oats	p. Qr. 21s to 32s		
Bran	8s to 9s		
Pollard	14s to 20s		

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat	Barley	Oats	Rye	Beans	Peas
66s. 0d.	31s. 5d.	22s. 7d.	34s. 3d.	39s. 1d.	41s. 1d.

AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.

65s. 0d.	32s. 4d.	23s. 0d.	35s. 6d.	40s. 0d.	39s. 4d.

DUTY ON FOREIGN CORN.

21s. 8d.	13s. 10d.	13s. 9d.	16s. 9d.	9s. 6d.	11s. 0d.

Duties on Grains from British Possessions out of Europe.

5s. 8d.	2s. 6d.	2s. 0d.	3s. 0d.	3s 0d.	3s 0d.

FLOUR, per Sack.

Town made	55s to 60s
Seconds	50s to 55s
Essex & Suffolk, on board	45s to 50s
Norfolk and Stockton	43s to 48

PRICES OF SEEDS.

Linseed	40s to 65s per Qr.
Ditto Cake	12*l* 12s per 1000
Rapeseed	34*l* to 38*l* per Last
Ditto Cake	6*l* 0s per ton
Carraway Seed	42s to 46s per Cwt.
Coriander Seed	8s to 10s per Cwt.
Clover Seed	red 48s to 80s do
Ditto	white 50s to 70s do.
Mustard Seed, 9s to 13s per Bus.	
Ditto	brown 15s to 18s do.

SMITHFIELD, FRIDAY, OCTOBER 19.

To sink the offal—per stb.

Beef	3s. 4d.	3s. 10d.	4s.	4d.	Veal	3s. 0d.	4s.	0d.	5s. 2d
Best Down & Polled Mutton	4s.	10d.			Pork	4s. 2d.	5s.	0d.	5s. 6d

Head of Cattle on Monday—Beasts, 4184; Sheep, 22,830; Calves, 132; Pigs, 545.
Head of Cattle this day—Beasts, 740; Sheep, 5,240; Calves, 280; Pigs, 530.

NEWGATE AND LEADENHALL.—By the Carcase.

Beef	2s. 10d.	3s.	2d.	3s.	6d.	Veal

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 8 per Cent.	203½	204½	204½	204½ 4	. .	203½ 4½
3 per Cent. Red. Anns.	93⅛ ⅜	93⅛ ⅜	93⅛ ⅜	93⅛ ⅜	92⅞ ⅜	92⅞ ⅜
3 per Cent. Consols	94⅛	94⅛ ⅜	94⅛ ⅜	94⅛ ⅜	93⅞ ⅜	93⅞ ⅜
3½ per Cent. Anns. 1818.	....	....	100⅞	. .	....	100⅞ ⅛
3 per Cent. Anns. 1726.	....	....	....	....	....	....
3½ per Cent. Red. Anns.	100⅞ ⅛	100⅞ ⅛	100⅞	100⅞ ⅛	100⅛ ⅜	100⅛ ⅜
New 3½ per Cent. Anns.	102⅛ ⅜	102⅛ ⅜	102⅛ ⅜	102⅛ ⅛	101⅜ ⅜	101⅜ ⅜
New 5 per Cent.	....	....	....	....	....	....
Long Anns. 1860.	15⅛	15⅛	15⅛	15⅛	15⅛	15⅛
Anns. for 30 Years 1859.	15	15	15⅛	....	14⅛	14⅛
Ditto 1860.	15⅛	....	15⅛	15⅛	....	15⅛
India Stock, 10½ per Cent.	....	....	261	262½ 3	261⅛	....
South Sea Stock, 3½ per Cent.	....	....	106 5⅛	....	....	....
Ditto Old Ann. 3 per Cent.	....	....	91⅛	91⅛	....	....
Ditto New Ann. 3 per Cent.	....	....	92⅛	....	92	....
3 per Cent. Anns. 1751	....	....	....	....	....	....
India Bonds, 3 per Cent.	....	68 70 p	70	70 p	....	65 63
Exchequer Bills, 2d. £1000.	68 p	68 70	68 70 p	70 68	67 62 p	63 65 p
Ditto £500.	69 71	68 71	69 71	69 71	67 63	63 66
Ditto Small.	69 71	69 71	69 71	71 69	67 63	63 66
Ditto Com.	....	6	....	7	8 6	....
3 p. Cent. Cons. for Ac. Nov. 27	94⅛ ⅜	94⅛	94⅛	94⅛ 4	93⅛ ⅜	93⅛
India Stock for Ac. Nov. 27	....	....	....	262½	261⅛	261⅛
Bank Stock for Op. Nov. 27	....	....	....	....	....	....

BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.			OPEN.		
Bank Stock	Tuesday,	Sept. 4,	„	Tuesday,	Oct. 16,	1838.
3 per Cent. Reduced	Tuesday,	„ 4,	„	Tuesday,	„ 23,	„
3½ per Cent. Reduced	Tuesday,	„ 4,	„	Tuesday,	„ 23,	„
3½ per Cent. 1818	Tuesday,	„ 4,	„	Monday,	„ 16,	„
Long Annuities	Saturday,	„ 1,	„	Monday,	„ 22,	„
Annuities 1859	Saturday,	„ 1,	„	Thursday,	„ 18,	„
Old South Sea Annuities	Wednesday,	„ 5,	„	Friday,	„ 19,	„

FOREIGN STOCKS.

	Saturday	Monday.	Tuesday.	Wednesday	Thursday.	Friday.
Austrian, 5 per Cent.	....	110	110½	...	....	109½
Belgian, 5 per Cent.	....	...	103⅜	...	....	104
Brazilian	79⅜ ⅛	79⅜ ⅛	79	79	78⅛	79 78⅛
Ditto, 1829	....	....	....	....	....	....
Buenos Ayres, 6 per Cent.	.. .	....	....	....	....	....
Cuba, 6 per Cent.	....	....	....	....	....	....
Chilian, 6 per Cent.	....	....	.. ..	....	....	....
Colombian, 6 per Cent.	....	....	....	....	....	....
Ditto, 1824, ditto	 24	 24	23⅛	....	....	....
Danish, 3 per Cent.	75⅛ 5	....	75	75 4⅛	74⅛ ⅛	....
Greek, 5 per Cent.	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	....	....	....	....	....
Mexican, 5 per Cent.	....	....	....	....	....	....
Ditto, deferred do.	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	22⅛	22⅜ 5	....	....	....	22⅛
Ditto, def. do. 6. per Cent.	....	14 15	....	....	....	....
Neapolitan, 5 per Cent, 1824	....	....	....	....	....	....
Peruvian, 6 per Cent.	....	....	....	....	....	....
Portuguese, 5 per Cent.	....	73⅛	....	....	....	73
Ditto, New 5 per Cent.	33	33 2⅛	33	33⅛ 2⅛	32⅛ ⅜	32⅛
Ditto, 3 per Cent.	21⅛ ⅜	20⅜ 1	21⅛ ⅜	20⅜ 1⅜	21	20⅛
Prussian, 4 per Cent.	....	....	....	....	....	....
Russian, 1822, 5 per Cent.	....	....	....	112	....	112⅛
Spanish, 5 per Cent. Consols	18⅛ ⅛	18⅛ 18	17⅞ 18⅛	18⅛ 17⅞	17⅞ 18	18 17⅞
Ditto, passive	....	....	4⅛	4⅛	....	....
Ditto, deferred	....	7⅞ ⅛	7⅞	7⅞ ⅛	....	....
Dutch, 2½ per Cent.	54	53⅞ ⅛	53⅞ ⅛	53⅞ ⅛	53⅜ ⅛	53⅜ 4
Ditto, 5 per Cent.	100⅜ ⅛	100⅛ ⅛	100⅛ ⅛	100⅛ ⅛	100⅛ ⅛	100⅛
Ditto, New, 1837	98⅛ ⅛	98⅛	98⅛ ⅛	98⅛	98⅛	98⅛ ⅛

FRENCH FUNDS.

	PARIS.				LONDON.		
	Oct 13.	Oct 15.	Oct 16.	Oct 19.	Oct 13.	Oct 15.	Oct 19.
5 per Cent. Ann.	109f.45c.	109f.50c.	109f.55c.	...	109f.10c.	109f.	109f.25c.
Ex. on Lond. 1 mth.	25f.42½c.	25f.42½c.	25f.42½c.	....	25f. 50c.	25f. 50c.	25f. 50c.
ditto 3 mths.	25f.30½c.	25f.30½c.	25f.30½c.	....	....	....	....
4½ per Cent. Ann.	.. ..	....	....	....	....	....	....
Exchange	....	....	....	....	....	....	....
4 per Cent. Ann.	102f.	102f.	102f.	....	102f.	....	....
Exchange	....	....	....	....	....	....	....
3 per cent.	81f. 10c	81f. 2½c.	81f. 20c.	....	...	81f. 50c.	....
Exchange	....	....	....	....	....	25f. 50c.	
Bank Shares	2365f.	2680f.	2365f.	....	....	....	....

IRISH FUNDS,

Oct. 18, 1838.

Bank Stock	197½	Royal Canal Stock	34
Governmen Debentures	3½ per ct. 93	Patriotic Insurance 10 0 0	6
Ditto Stock	3½ per ct. 100⅜	Provin. Bank of Ireland. 25 0 0	
Ditto New.	3½ per ct. 101⅛	Hibernian Bank 25 0 0	25
Ditto ditto, reduced	4 per ct. 100⅛	Grand Canal Stock	29½
Consols	3 per ct. 93⅛	Mining Co. of Ireland .. 7 0 0	10⅞
City Debentures	4 per ct. 65	City of Dublin Steam Co. 100 0 0	116½
Exchequer Bills	2½d per diem 23	Kingstown Railway 60 0 0	

AMERICAN FUNDS.

Redeemable.		London	America
New York 5	1858	94	103 5
5	1846, 7		
..	1860	94 5	
Pennsylva.	1839, 40, 41..		
..	1846		
..	1853, 4	92⅛	
..	1856	94	
..	1858	95 6	
..	1860, 62	95 6	
..	1865	96 6	
Maryland 6	1870	101	
Ohio 6	1860		110½

Redeemable.		London	America
Louisiana 5	1844, 7, 50, 2.	95½	
Mississipi .. 6	1861, 6, 71	94	
INCORPORATED BANKS. Per Cent.			
United States 8	1836..	25	122¾
Louisiana State.. 10	1870..		
Bank of Louisiana 8	1870..		
N. Orleans, Canal & B. Co.			90 95
City Bank			
New York Life and Trust 5			
Tenessee Planters 9			97 100
Mississippi.. 10			98 100
Exchange at New York			100¼

COURSE OF EXCHANGE.

FRIDAY, Oct. 19, 1838.

	Prices printed	Prices negotiated on 'Change.			Prices Printed	Prices negotiated on 'Change.	
Amsterdam	12 6	12 4⅛	12 4⅛	Seville	36	—	—
Ditto at Sight	12 4	12 2⅛	12 3	Gibraltar . p. h. d.	48	—	—
Rotterdam	12 6	12 4⅛	— —	Leghorn	31½	31½	—
Antwerp	12 5	12 4	— —	Genoa	26 0	25 87½	25 90
Hamburgh Mcs. B.	13 12½	13 11	13 11¼	Milan	31	—	—
Altona	12 13	— —	— —	Venice, . p. 6 A. L.	46	—	—
Paris, 3 days' sight	25 60	25 45	25 50	Naples	39½	39½	—
Ditto	25 85	25 70	25 75	Palermo	117 oz	—	—
Marseilles	25 95	25 80	— —	Lisbon	52⅞	52	—
Frankfort on Main	152½	152	152¼	Oporto	52⅞	53½	—
Petersburg p. ruble	10	—	—	Rio Janeiro	26	—	—
Berlin .. ewr. doll.	7 2	—	—	Bahia	27	—	—
Vienna eff 4o.	10 13	10 10	10 10½	Buenos Ayres	—	—	—
Trieste ditto	10 14	10 11½	10 12	Dublin	1½	—	—
Madrid	36½	36⅞	37⅛	Cork	1¼	—	—
Cadiz	36⅞	37	37⅛	Madras	—	—	—
Bilboa	36	—	—	Calcutta	—	—	—
Barcelona	36	—	—	New York & Philad	46	—	—

PRICES OF METALS.

		£ s. d.
Copper, Brit.—Cake	ton	92 0 0
Tile	do.	90 0 0
Sheets	lb.	0 0 11
Bottoms	do.	0 1 0
Foreign—S. Am. (dy. 37s. cwt.) bd.	ton	
Tin, Brit.—Blocks	cwt	4 5 0
Bars	do.	4 7 0
Plates, common to best, per box.	I.C.	1 10 0 to 1 15 0
	I.X.	1 16 0 .. 2 1 0
	I.X.X.	2 0 .. 2 7 0
Wasters of the above Mks. 3s. less, all others 6s. less. (Others in proportion.)		
Foreign—duty 30s. per cwt	Banca, bd. cwt.	3 18 0
	Straits, bd. cwd.	3 16 0
	Bars, bd. cwt.	3 16 0
Lead, Brit.—Pig	ton	20 0 0
Sheet	ton	21 10 0
Shot	ton	24 0 0
Red	ton	23 0 0
White (dry)	ton	30 0 0
Do. (gd. in oil)	ton	32 0 0
Litharge	ton	23 0 0
Foreign—Span. (dy. 40s. per ton) bd.	ton	18 0 0

		£ s. d
Iron, Brit.—Pig, No. 1	ton	5 15 0
Bar	ton	9 15 0 to 10 0 0
Do. Carg. in Wales		9 0 0
Bolts	ton	10 10 0
Nail Rods	ton	11 0 0
Hoops	ton	12 10 0
Sheets, single	ton	13 10 0
(Others in proportion.)		
Foreign—Swedes, cn. bd. for Steel, (var. mks.)	ton	14 0 0 to 15 0 0
Duty 30s. per ton. Russian com.	ton	13 0 0
P.S.I.	ton	14 0 0
C.C.N.D.	ton	19 0 0
Steel, Brit.—Blistered, (various qualit.)	ton	25 0 0 to 45 0 0
Shear do. do.		45 0 0 .. 84 0 0
Cast do. do.		45 0 0 .. 84 0 0
Foreign—Swedes in kgs bd ton 17 Duty 20 per cent. Do. Faggots bd. ton 18 Milan bd. ton 30		0 0 0
Spelter, For.—Cakes (dy. 2l. p. ton,) bd.	ton	19 10 0
English Sheets		26 0 0
Quicksilver—(dy. 1d. per lb.) bd.	lb.	0 3 8

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from October 20 to 26.

	Satur.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday.
Morning	2 48	3 13	3 43	4 17	4 54	5 38	6 31
Afternoon	3 0	3 27	4 0	4 35	5 15	6 3	7 4

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	Name of Company.	Amount of Share	Amount paid.	Highest Price.	Lowest Price.	Present price.
1,800	Arigna Iron & Coal Co.	50	33	..	..	—
4,000	Bissoe Bridge	5	4½	1	1	1
8,000	Blaenavon	50	40	40	40	40
5,000	Boringdon Park	20	3	⅛	⅛	⅛
8,000	British Tin	2½	2½	⅛	⅛	⅛
20,000	British Iron	50	50	9½	9½	9½
100	Copper Bottom	..	41	55	55	55
2,000	Cornubian Lead Co.	..	3½	3¼	3¼	3¼
6,000	Cornwall Great United	12	9	2⅞	2⅞	2⅞
5,000	Dartmoor Consols	5	3½	2	2⅛	2⅛
10,000	DurhamCountyCoalCo.	50	28	..	..	—
2,000	East Cornwall Tin, &c.	6	6	5	5	5
2,560	East Wheal Strawberry	10	6½	3½	3½	3½
1,500	East Mulberry Hills	..	2	3	2⅜	3
4,000	English	25	12½	7	7	7
10,000	Hibernian	50	11	10	10	10
1,000	Holmbush	100	..	16	15	16
12,000	Kellewerris	5	2½	⅛	⅛	⅛
20,000	Mining Co. of Ireland	25	7	10½	10	10⅛
6,000	Perran Consols	5	3¼	3½	3	3¼
3,000	Polberon Consols	10	10	5	5	5
6,000	Polbreen	5	3	5	5	5
2,000	Relistian	..	..	30	30	30
5,000	Redmoor Consolidated	5	4½	5	4⅜	5
10,000	Rhymney Iron	50	35	31	31	31
5,000	South Wheal Leisure	5	2	¼	¼	¼
8,000	St. Hilary	2½	1½	¼	¼	¼
800	South Towan	10	10	8	8	8
4,000	Tregollan	5	2½	3½	3¼	3½
6,000	Trevorgus	5	5	2	2	2
4,565	Treleigh Consols	5	3⅜	1½	1½	1½
4,505	Tamar Consols	5	3	5	5	5
6,000	Tin Croft	10	6½	7	6⅞	7
199	Trevaskus	..	60	100	100	100
3,030	Trewolvas	10	6	4	4	4
4,000	United Hills	5	5	12½	12	12½
2,000	Wendron	8	8	4	4	4
3,800	West Cork	50	50	..	..	—
5,000	Wheal Brothers	20	20	⅛	⅛	⅛
3,000	Wheal Osborne	..	..	2½	2½	2½
5,000	Wh. Harm. & Montague	10	10	12	11½	12
12,000	West Tresavean	5	2	⅛	⅛	⅛
6,000	Wicklow Copper	5	5	1	⅞	1
4,520	West Wheal Jewel	5	5	1½	1½	1½
6,000	Wheal Gilbert	3	3¼	..	..	—
800	Wherry Mine	15	11	12½	12½	12½
20,000	Western Mining Asso.	5	1	..	..	—
	Wheal Sisters	..	⅛	..	..	—

FOREIGN MINES.

4,000	Alten Mining Company	15	12½	12	12	12
10,000	Anglo Mexican Co.	100	100	22	22	22½
3,374	Do. Subscription	25	25	3½	3½	3½
	Do. Mint	..	.	12	12	12
2,000	Bolanos	150	150	85	85	85
	Ditto Scrip	..	25	44	44	44
10,000	Brazilian Imperial	35	20	18	18	18
10,000	Bolivar	20	20	24⅜	22	24⅛
10,000	Ditto Scrip	10	10	3	3	3
10,000	Cata Branca } Brazilian	10	7½	9	8½	9
10,000	Conceiçao.. } Co.	10	2½	2½	2	2⅛
10,000	Candonga Mining Co.	20	7½	6⅞	6	6⅜
12,000	Cobre Copper Company	40	40	38	37	38
8,500	Colombian Co. regis.	55	55	3½	3½	3¼
1,500	Ditto, New.	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13½	11⅛	10⅛	10⅛
20,000	General Mining Association	20	16	10½	10⅛	10⅛
5,351	Mexican Company	60	55½	5	5	5
6,000	Mocaubas and Cocaes	25	25	10	10	10
5,000	Minas Geraes	20	10	7	6	7
2,000	New Granada	10	5	..	..	—
14,582	{ Real del Monte, regis.	54⅛	63⅛	10	10	10
	{ Do. unregistered	54⅛	..	10⅛	10⅛	10⅛
	Ditto Loan Notes	150	150	160	160	160
2,500	Rio de Anori	..	3½	..	..	—
11,000	St. John d'el Rey	20	14	5	5	5
30,000	United Mexican	40	40	2	2	2
	Red New Scrip	.	5	2⅜	2⅜	2⅜
	Black Scrip	..	5	4	3⅝	4
5,000	Union Gold	..	9½	..	..	—
14,000	Zacatecas Mining Co.	5	4	4	3⅝	4

RAILWAYS.

2,500	Aylesbury	20	6	..	..	—
6,300	Birmingham and Derby	100	40	33	33	33
9,500	Birming. & Gloucester	100	20	17	17	17
7,500	Birm. Brist. & Th. Junc.	20	3	..	..	—
660	Bolton and Leigh	100	100	64⅜	64⅜	64⅜
641	Ditto ½ Shares	25	25	..	..	—
15,000	Bristol and Exeter	100	15	8⅜	8⅜	8⅜
1,172	Cant. & Whitstble	50	50	..	..	—
350	Cheltenham	100	100	1¼	1¼	1¼
	Chester & Birkenhead	..	15	18⅜	18⅜	18⅜
5,000	Chester and Crewe	50	10	..	..	—
3,500	Do. Extension	50	3	9½	9½	9½
7,500	Chelten. & Gt. Western	100	12½	1⅛	1⅛	1⅛
14,000	Chelt. Oxford and Tring	100	5	6½	6½	6½
2,000	Clarence	100	32	35	35	35
6,000	Dublin and Drogheda	100	10	6	6	6
	Dublin and Kingstown	..	60	70	70	70
8,000	Dublin and Kilkenny	100	5	⅛	⅛	⅛
800	Durham Junction	100	90	..	..	—
7,500	Durham S. W. Junction	20	3½	..	..	—
2,040	Durham & Sunderland	50	50	38	38	38
3,000	Deptford Junction	20	1	1⅛	1⅛	1⅛
60,000	Eastern Counties	25	10	8⅛	8	8⅛
5,000	Edinb. Leith & Newha.	20	6	4⅜	4⅜	4⅜
16,000	Edinburgh & Glasgow	50	5	4⅜	4⅜	4⅜
2,500	Forest of Dean	50	50	40	40	40
12,500	Glasg., Paisley & Ayrah.	50	10	9½	9	9
16,000	Glasg., Paisley, & Green.	25	6	6	6	6
10,918	Grand Junction	100	100	191	190	191
10,918	Do. New	50	40	47¼	47¼	47½
10,000	Great North of England	100	22	9	9	9
25,000	Great Western	100	65	80	75½	77
2,000	Hartlepool	100	100	100	100	100
8,000	Hull and Selby	50	20	12	12	12
250	Ken. & Leigh Junction	100	100	..	..	—
40,000	Kent Railway	50	2	..	..	—
6,600	Launceston & Victoria	25	2	..	..	—
2,100	Leeds and Selby	100	100	65	62	65
2,000	Leicester and Swaning.	50	50	73½	73½	73½
5,100	Liverpool & Manchester	100	100	201	201	201
12,021	Do. ½ Shares	25	25	48⅜	48⅜	48⅜
7,978	New Do.	25	25	76	76	76
24,000	Lond. & Blackwall	25	9	7⅜	7⅜	7⅜
20,000	London and Greenwich	20	20	17	17	17
	Ditto Bonds	..	100	98	98	98
25,000	London and Birmingh.	100	90	175	172	175
25,000	Do. ½ Shares	25	5	30	29½	30
	Do. Bonds	..	20	103	103	103
7,000	London & Croydon Tr.	20	20	17	16⅞	17
6,000	Do. Scrip	15	7½	12½	12	12⅜
20,000	London & Southampton	50	50	45¾	45¾	46
16,000	London & South., New	25	15	36⅜	36⅛	36⅜
36,000	Lond. & Brighton	50	14	9⅜	8⅝	9
12,000	London Grand Junction	50	5	⅜	⅜	⅜
2,000	Llanelly	100	35	47⅜	47	47⅛
14,000	Manchester and Chester	..	2½	..	..	—
13,000	Manchester and Leeds	100	40	56⅛	56⅛	56⅛
10,000	Manchest. South Union	100	5	3	3	3
1,000	Manchester & Oldham	100	3	..	..	—
30,000	Manchester & Birming.	70	10	10⅜	10⅜	10⅜
15,000	Do. Extension	70	3½	3¼	3¼	3½
10,000	Midland Counties	100	33	30	30	30
3,000	Newcastle and Carlisle	100	100	106	106	106
12,000	North Midland	100	55	57⅜	57⅛	57⅜
12,000	Northern and Eastern	100	15	8	7⅞	7⅞
600	North Union	100	100	72¾	72¾	72¾
	Do. New	..	40	64⅛	64¼	64⅛
2,500	Preston and Wyre	50	41	36	36	36
2,500	Preston and Wigan	..	20	35	35	35
	St. Helen's & Runcorn	100	100	45	44⅛	44⅛
1,500	Stanhopé and Tyne	100	100	..	..	—
1,000	Stockton & Darlington	100	100	250	250	250
1,000	Do. ¼ Shares	50	50	..	..	—
3,000	South Durham	50	2½	⅜	⅜	⅜
4,000	Sheffield & Rotherham	25	22½	..	..	—
28,000	South Eastern	50	9	4	3⅞	4
	South Midland	50	1	¼	¼	¼
40,000	South Western (Steph.)	50	1	¼	¼	¼
9,000	Thames Haven	50	5	4¼	4¼	4¼
5,300	Warrington & Newton	100	100	..	..	—
1,400	Westminster & Greenw.	50	2	⅛	⅛	⅛
5,000	West Durham	20	5	1	1	1
6,000	York & North Midland	50	20	12	11¼	11½

MISCELLANEOUS.

No. of Shares.	Name of Company	Amount of Share	Amount paid.	Highest Price.	Lowest Price.	Present price.
10,000	Anglo Mexican Mint	10	10	10½	10½	10½
10,000	Anti Dry Rot	17½	17½	14	13½	13½
10,000	Asphalte (Claridge)	20	3	3	3	3
10,000	Australian Agricultur.	100	27½	46	46	46
1,080	Auction Mart	50	50	..	..	—
8,600	Brit. Rock & Patent Salt	50	35	12	12	12
8,100	Bahia Steam	10	6	1	1	1
	British Alkali	..	25	30	30	30
6,000	Brit. Americ. Land Co.	..	28	11	10	11
20,000	Brit. Agricu. Loan Co.	100	5	..	..	—
10,000	Canada Company	100	30	30½	30½	30½
200,000	Canada (Upper) Bonds	..	..	95	95	95
5,000	Eastern Coast of Central America [Deb.	20	14	8	8	8
75	CoventGarden Th. Rnt	500	..	..	..	—
300	Drury Lane do.	500	..	..	..	—
5,000	Droitwich Patent Salt	25	..	..	..	—
2,122	Do. Proprietors	100	..	..	..	—
10,000	Edinbur. & Leith Glass	..	16	..	..	—
2,500	Essex Marine Salt	20	6	..	..	—
1,000	Equitable Discount So.	100	25	..	..	—
20,000	General Steam Navig.	15	14	23⅜	23⅜	23⅜
2,100	Hungerford Market	100	..	..	..	—
10,000	Irish Waste Land Co.	50	1	⅛	⅛	⅛
8,000	Lond. Rever. Inter. So.	50	10	6	6	6
1,800	London Corn Exchan.	..	.	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	9	8½	9
50,000	Lond. Equit. Loan Co.	10	2	..	..	—
10,000	Mexican South Amer.	10	5	6¼	6¼	6¼
	New Corn Ex.	..	37½	21¼	21¼	21¼
	New Brunswick (Land)	..	50	10	10	10
20,000	Mexican, New	10	3	..	..	—
10,000	Rio Doce	25	4	2⅜	2⅜	2⅜
2,754	Rever. Interest Society	100	100	131½	131	131½
2,633	Ditto New	100	70	96	96	96
220	S. Devon Shipping Co.	50	50	..	..	—
2,000	Shotts Iron Foundry	..	38	..	..	—
10,000	South Australian	25	10	8½	8½	8½
10,000	Safety Carriage Co.	5	3	3½	3	3½
4,000	Thames Tunnel	50	50	8	8	8
10,000	Van Dieman's Land	100	17	11½	11¼	11½

CANALS.

No. of Shares.	Name of Company.	Amount of Share	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,760	Ashton and Oldham	98	98	132	7	Mar.
1,482	Ashby-de-la-Zouch	113	113	73	4	Oct.
720	Barnsley	160	160	280	18	Jan.
1,360	Basingstoke	100	100	..	..	—
1,005	Brecknock & Abergav.	150	150	5	5	Jan.
8,000	Birming. 1-16th Share	79½	79½	220	9½	June
4,000	Do. & Liverpool Junct.	125	100	24½	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	..	3	Aug.
400	Chelmer & Blackwater	100	100	101	4	Jan.
16,000	Carlisle	..	21½	..	..	—
500	Coventry	100	100	735	48	Nov.
1,500	Chesterfield	..	..	..	..	—
460	Cromford	100	100	340	17	Jan.
4,546	Croydon	31½	31½	..	..	—
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41½	41½	33	4	—
2,050½	Dudley	100	100	84	4	Sept.
600	Derby	100	100	175	11	Jan.
3,575½	Ellesmere & Chester	133	133	80½	3	Sept.
231	Erewash	100	100	740	46	Oct.
1,297	Forth and Clyde	400	400	580	28	Jan.
11,600	Grand Junction	100	100	191	10	June
2,849½	Grand Union	100	100	24	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	63	4	Dec.
3,096	Grand Western	100	100	..	..	—
600	Glamorganshire	172½	172½	..	13½	Sept.
1,960	Gloucester & Berkley	100	100	..	..	
269	Do. (